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HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

London, 31st January.

PLUS DE PARLEMENT.

The talking shop at Westminster has taken down its shutters and there is the full pressure of gas now on at St. Stephens. The head shopman, Sir Henry Campbell-Bannerman, not so physically fit as he might be, but whatever he lacks in activity can be made up by his young staff. Mr. Winston Churchill, who has come back from East Africa as full of words as an egg is full of meat and in his own estimation as productive of ideas as the entire bench of his colleagues. Rumour is still at it with regard to his elevation but the Government is not likely to undertake any serious phantasm that they can avoid just now, for the result of the Mid Devon election has jarred them almost into nervousness and there is not much chance for anybody to obtain promotion entailing an appeal to their constituents unless the situation in their constituencies is such that no danger of defeat need be apprehended. Mid Devon has been consistently Liberal year after year, yet at this by-election it has returned Captain Morrison Bell, a Protectionist and a Conservative, by a handsome majority. He was aided, no doubt, by the fact that he has resided in, and carefully nursed, the constituency for the past three years and that his opponent, Mr. Roden Buxton, is a bookworm rather than a bluff country gentleman, but the cause of the defeat goes deeper than that and the Government has still sense enough to take warning by a hint so plainly given.

Consequently the by-elections that remain are being watched with uneasiness by the Liberals and no more are to be invited. Hence the reason of Mr. Rufus Isaacs' failing to obtain the post of Solicitor-General, in place of Sir William Robson, who succeeds Sir J. Lawson Walton as Attorney-General. The Solicitor-Generalship goes to Mr. Sam Evans, a popular Welsh lawyer, who has a safe seat, whereas Mr. Rufus Isaacs at Reading only has a hundred votes to spare.

The Government evidently intends to do its best to calm its critics of the extreme section, for the King's speech includes promises of a Licensing Bill, an eight hours bill for coalminers, land legislation, education proposals, old-age pensions and other matters of a radical nature. The lesson of all this is that the session cannot be got through without a liberal use of the closure, especially as it is announced that the measures rejected by the Lords last session will be introduced again. There is no doubt that the Licensing Bill will cause a storm although there has been a modification of the attitude of many temperance leaders in recent years in the direction of a more moderate demand. There still is an extreme section but they are recognised as being more noisy than important. The Trade, on the other hand, are beginning to renew the old cry of "robbing the working man of his beer," so it is likely that unless the Government go warily the outcry against them may seriously develop.

The Labour Congress at Hull having declared for Socialism, there is much effort on the part of the more far-sighted Labour men to minimise that decision. I understand that an extremely serious breach is imminent in the Labour ranks, one side striking out for red hot socialism and the other starting on the rampage for Labour legislation, but in opposition to this flag. Much bitterness is being engendered even in this the very commencement of the quinquennial.

NEW CHINA BISHOP.

The new Bishop of Mid China, the Rev. H. G. Molony, was consecrated for his high office at Westminster Abbey on Saturday. There was a large congregation and the Archbishop of Canterbury, who conducted the ceremony, was assisted by the Bishops of London, Winchester, Ripon, Rochester, Ely, Bath and Wells, Kingston, Ealing, the Chaplain General, Bishop Taylor Smith, Bishops Brington, Ingham, Montgomery, and Hamilton-Baynes. The Bishops of Ely and Rochester, presented the new Bishop for consecration. At the same time Dr. Ridgeway, lately Dean of Carlisle, was consecrated as Bishop of Chichester.

The Church Missionary Society believes that the present is an excellent time for increased missionary effort in the Far East and the committee which it sent out last year to the Shanghai Missionary Conference has this week reported in the same sense, particularly advocating increased educational facilities on Christian lines, including the establishment of provincial universities in China. The report on the visits to various churches by Sir Alexander Simpson, Mr. Francis Fox and Professor MacAlister is very voluminous and is being circulated in order to stir up encouragement and further assistance among the British churches.

The Nonconformists also, are busily getting ready for a great missionary exhibition at the Agricultural Hall next June and are drilling thousands of church workers who are to act as stewards and have care of exhibits. Dr. Horton of Hampstead, who is one of the leading lights of the movement, in speaking at one of the meetings this week enlarged upon the awakening of China and prophesied that in the near future the Celestial Empire would rise as a giant out of sleep and would be the dominating factor in the world's history in coming centuries.

FOR CHINESE STUDENTS.

The committee, formed by the China Association and the China Society in London, in response to the suggestion by Sir John Jordan that steps should be taken to assist the literary and commercial classes in China to send their sons for education to European schools and universities, has prepared a table giving information as to schools, colleges, hospitals, railways, engineering works, and technical institutions. The honorary secretary has sent me a copy of this circular which is printed both in Chinese and English.

It has been compiled with a view to showing Chinese parents exactly where suitable schools and homes can be found and the cost in each case. A vast amount of correspondence has taken place between the institutions concerned and this committee of education, and as a result the committee has been able to tabulate full information as to the cost of medical, legal, railway, engineering, shipbuilding or other special form of education, together with the duration of the training and the incidental expenses. Further a register of institutions prepared to accept Chinese youths, as well as a list of families, tutors and boarding establishments, has been drawn up for reference. It has also been arranged that Chinese youths shall be met on arrival in England and accompanied to the institution to which they are to be attached, and in addition to this very important duty the committee will arrange for homes for students during vacation time and all students will be kept in touch and may turn to the committee at all times for advice and assistance. The committee of the China Association has placed their offices at 159, Cannon Street, at the disposal of this Chinese Education Committee, and to that address, or to the Chinese Legation in Portland Place, communications may be addressed. The branches of the China Association in China are also expected to co-operate. [We have already published the circular referred to.]

SIAM.

At the Society of Arts on Thursday, Mr. Harry Hillman, formerly editor of the "Siam Observer," read a paper on "Siam of To-day," before a considerable gathering, presided over by Sir S. C. Bayley, K.C.S.I. Mr. Hillman expressed great satisfaction over the fact that the long dispute between Siam and France was now over and therefore there was no need to touch upon that unpleasant topic. He spoke in terms of admiration of many of the characteristics of the Siamese, among whom he found a great degree of pride of race and true patriotism. They bore the title proudly of the K'ian Tai—the free people. A considerable space in the attention of the lecturer was devoted to an eulogy of King Chulalongkorn, who presented "the phenomenon of an Eastern monarch beloved of his people." Touching upon the employment of foreigners as chiefs of department, he remarked that the navy is under Danish tutelage, the army Italian, posts and telegraphs German, railways German, judiciary Belgian, finance, police, surveys, forests and public instruction, British. Waste had been stopped in the public departments and the finances of the country were being firmly established. The chief products of Siam, teak and rice, were dealt with in detail and it was shown that there are sixty rice mills in Siam run by various nationalities but the teak trade is mainly in British hands. Of the rice trade the exports show Hongkong to be credited with 47 per cent of the total. Having dealt with customs, interesting beliefs and the varied imports of the country, the speaker predicted a great future when railway and other means of communication are further developed. He did not consider that Bangkok was as bad a health centre as many people gave it credit for, and social life was very pleasant to anyone resident there. A vote of thanks was accorded to Mr. Hillman for his paper, on the proposal of the chairman.

OPIUM IN FRANCE.

The prevalence of opium smoking among the French soldiers and sailors who have served in Tonquin is causing much concern in French official circles. The other day there was a serious accident on board a transport, resulting in loss of life, and it was alleged by a French newspaper that it was due to the fact that the officers on board were addicted to the drug. In Tonkin it is notorious that opium smoking is prevalent and the authorities have ordered a number of houses to be raided. The proprietresses are to be rigorously prosecuted until they reveal the source of their supplies. The Government hopes to cut off the supplies and so deal a blow at the practice of opium indulgence in France.

Opium, by the way, will be the subject of several questions to the Government here in England in the course of the next few weeks, a number of members being dissatisfied as to the rapidly with which England is assisting China to end the traffic. A number of public meetings are being held to enlist public sympathy. Scotch audiences and Members of Parliament appear to be most in evidence on this question. Mr. Laidlaw and Mr. T. C. Taylor are expected to stir up the matter still further when they return from the Far East after a special study of the opium question on the spot.

A HONGKONG CANDIDATE FOR MATRIMONY. There will be a wedding of interest to Hongkong later on, for the announcement is made this week of the engagement of your Land Officer and Official Receiver, Mr. G. H. Wakeman to Miss Winifred Anna, a Monmouthshire lady, the second daughter of Mr. Edgar Morgan of Whitton, Newport.

RELICS.

There has been this week the disposal of a unique collection of relics gathered together at heavy expense by a North London licensed victualler who made it a lifelong hobby. One of the relics was the bangle on which the charge of the Light Brigade was sounded at Balaklava. It was sold for £300 and will probably go to America, as also the flag flown on the famous "Chesapeake," a relic for which £350 was given by an agent acting, I understand, for the Vanderbilt.

A cap worn by General Gordon in China brought £10 when put up along with an Arab spear said to have been used in actually killing him. An egg of the Great Auk only brought £110 though eight years ago a similar specimen attracted the record bid of £315; and a roo's egg was knocked down for £36.

LORD CURZON.

The inclusion of Lord Curzon on the List of Representative Peers of Ireland and his acceptance by the Houses of Lords prove that there is no disposition to gubbe as to his strict

qualification for that Chamber. His abilities are so widely acknowledged and his experience of Imperial affairs is so wide that both parties are inclined to welcome him, despite the rather tiring air of superiority which he wears as part of himself. I doubt if there are half a dozen men besides himself who could have so calmly called the Empire to witness that it must have their services or suffer severely, without looking supremely ridiculous. Within a few minutes of the opening of the Session the Lord Chancellor had admitted him, he was sitting not far from Viscount Middleton (Mr. Brodrick) with whom he had a memorable difference of opinion on Indian matters a year or two ago, and the Prince of Wales had come up and shaken him warmly by the hand in token of welcome. The King, by the way, on this occasion of the opening was in excellent voice and looked extremely well.

HONGKONG GYMKHANA CLUB.

The following is the programme of the first meeting to be held at the Happy Valley, on Saturday, 4th April.

1.—3 p.m. OPEN ROUND.—For China ponies subscription griffins of this season 1907-1908 and all ponies entered in the Hongkong Griffin stakes and the Tientsin stakes at the Hongkong Jockey Club Meeting 1908. Weight for horses per scale. Winners of one race 5 lbs. extra; of two or more races 10 lbs. extra. Non-winning placed ponies allowed 2 lbs. Unplaced runners allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5 1st Prize: The Tree Cup presented. 2nd Prize: \$25 (Entrance fees to go to winner).

2.—3.20 p.m.—GYMKHANA STAKES.—Value \$80. Distance One Mile. For all China ponies. Catch weights at 10 st. 8 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning—subscription griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A Cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana stakes at the Gymkhana meetings during the season, counting 4 points for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5, 2nd Prize: \$25. Half entrance fees to go to winner.

3.—3.40 p.m.—LADIES' NOMINATION.—Tilting the ring. Nominating Lady to stand at a given point. Gentleman nominated to gallop past carrying a lance, as he gallops past nominating Lady to throw a ring which gentleman nominated will endeavour to catch on his lance. Best of 3 runs. Points will be given for number of rings caught and for pace. Entrance fee \$3. 1st and 2nd Prizes presented by the Club. Post entries will be accepted for this event.

4.—4.10 p.m.—THREE QUARTERS OF A MILE FLAT RACE.—For China ponies. Subscription griffins of any season which have never won an official race. Unplaced runners allowed 3 lbs. To be ridden by Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin. Weight for horses per scale. Entrance fee \$5, 1st Prize: "The Exit Cup," presented. 2nd Prize: \$25 (Entrance fees to go to winner).

5.—4.30 p.m.—WELTER RACE.—Half a Mile. For all China Ponies passed as such by the Committee of the Club. To be ridden by riders who have never ridden in an official race in Hongkong or China. Catch weights over 13 st. Open to members of the Jockey Club and members of both services as well as to members of the Gymkhana Club. Entrance fee \$5, 1st Prize: A Cup presented. 2nd Prize: \$25. Entrance fees to go to winner. No Post entries.

6.—4.50 p.m.—ONE MILE AND A QUARTER FLAT RACE.—HANDICAP.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5, 1st Prize: A Cup presented by Sir C. P. Chater, C.M.G. 2nd Prize: \$25. (Entrance fees to go to winner.)

7.—5.20 p.m.—TANDER RACE. ONCE ROUND.—For all China ponies. One pony to be ridden and another driven in an unmounted driven pony properly driven to finish in front of ridden pony or pair disqualified. Any competitor leading or instead of driving will be disqualified. Entrance fee \$5. 1st Prize, a cup presented. 2nd Prize \$25. (Entrance fees to go to winner.) No Post entries.

Entries close to the Hon. Secretary, Hongkong Gymkhana Club on Saturday, the 28th March, at the Hongkong Club at 7 p.m.

GERMANY'S GROWING FLEET.

Leading Naval Power—After England.

Berlin, January 23.

The desire to see Germany one of the leading naval Powers is universal throughout the greater part of the Fatherland, and it may be regarded as almost certain that the Reichstag will vote all the money that is to be asked for by the Government in the Budget of 1908 for the increase of the Navy.

The following programme of construction has been drawn up and is being carried out:—Nine battleships, of which two are already completed and five for service; four armoured cruisers, of which one has been launched and the other three are almost completed; six small cruisers; 24 destroyers, of the same type as that used in other Navies; seven submarine boats; one transport ship; and one river gunboat.

Six of the battleships will be of the "Dreadnought" type, while three will be even still bigger. This is a total of 52 warships. In 1920 Germany will have a fleet of 47 battleships, of which 32 will have a displacement of over 18,000 tons, with 25 armoured cruisers of the very latest type. Col. Gieseler, the well-known military critic, says that Germany can now build warships almost as quickly as can England, and in two years less time than can France. He foresees one great advantage on Germany's side, which is that England will have a great trouble to find enough men for her Navy, while Germany will never experience such a fatal difficulty. Thus, in Col. Gieseler's opinion, England cannot prove to the world that she can maintain her pride of first place on the seas.

THE MASTERY OF THE PACIFIC.

A second important contribution to the Times by Mr. Archibald R. Colquhoun is as follows:

One of the vital factors in this question is that of population. The Pacific Ocean presents the two extremes of over and under population in close proximity. The improvement in maritime traffic, so that oceans no longer separate but rather unite, has brought this state of affairs into a prominence which it could not have acquired before the age of steam and electricity. We are so accustomed to the statement that nearly one-fourth of the world's population live in China that we hardly pause to consider what it means. If we take a circle with its centre in Southern China, and including Indo-China, China, the Malay Peninsula, and Japan, we find half the world's population, some eight hundred millions, within its circumference. Within this circle there are in parts as many as four to five hundred souls to the square mile, as in Japan, China, and India. Just beyond it lies Australia, a continent measur-

ing three millions of square miles—nearly as large as the United States excluding Alaska—with only four millions of white men scattered on its shores and a nearly stationary population. If we cross the Pacific to the American littoral we find regions which have the merest sprinkling of people and where labour for development purposes is not obtainable from indigenous sources.

At the same time we find that the white man, who has earmarked them for his own, is trying to exclude the yellow one, and in many cases is quite justified in the belief that without restriction, if not absolute exclusion, these regions would become yellow and not white in population. In some parts the yellow man has already contributed to the welfare of the country by his pioneer labour, but he is not to enjoy its fruits. There is no justice—speaking in the abstract—no morality by which this state of affairs can be defended, but it is founded on the instinct of self-protection, the strongest one in human nature, and cannot be altered by any humanitarian or moral considerations. If the yellow and white races could amalgamate the problem would not arise, but as they cannot it is impossible for them to dwell permanently side by side without the question of mastery arising. The white man, therefore, holds their tenure of the Pacific littoral and islands by virtue of numerical superiority in these regions but of priority of occupation and prestige. Now prestige is one of those indefinable attributes which have their foundations in moral as well as physical qualities, but in its very nature it is extremely susceptible to disturbance. The white man of the Anglo-Saxon race has by virtue of this prestige, acquired largely through his own self-reliance, but also through superior efficiency, occupied a dominant position in many regions where he is overwhelmingly outnumbered. It cannot be questioned that the defeat of Europe in the person of Russia, by the Oriental, as typified by Japan, has struck a blow at the heart of this prestige, and the Anglo-Saxon has now to face a new Asia—and even a new Africa—in which he must hold his own by virtue of something more tangible than a traditional prestige.

In no part is this more obvious than in the Pacific Ocean, and the struggle is not merely a political one. At one time a mercantile shipping, computed with British for the Pacific trade, and when it decayed we saw the rise of a German mercantile fleet, but Oriental competition was entirely outside our calculations. The prestige of the white mercantile marine seemed sufficiently high to preclude such an idea, and when the Japanese began to send out ships of their own there was prejudice against trading cargo or passengers in vessels manned by Japanese, though built in Europe and offered by white men. To-day Japan, which had hardly a sea-going steamship years ago, has not only a formidable Navy, but the largest warships in the world, but is entering upon the continent and carrying trade of the Far East, undermining the once-vaunted British sphere in the Yangtze, and is sending mercantile fleets, built like the warships in her own yards, into every ocean. This is but one aspect of the difference in the position occupied by the white races on the Pacific, but it is sufficient to show that they have no longer any claim to "prestige" on the score of their unquestioned superiority in any branch of naval power.

China's question is not merely one of prestige—her unquestioned superiority has never been better illustrated than in Australia, where for so long a time it was impossible to get a hearing for the theory that a more practical standpoint might, some day be necessary. That the lesson is now being learnt is shown by the movement recently inaugurated for giving the entire male population a training in arms and for providing naval defence and native-born seamen. Whether these provisions are adequate does not so much concern us at once, since they constitute what most valuable factor—the first step in the right direction, Australia recognising the necessity of defence and her own obligations—that is a distinct advance—the question of adequacy is one she will have to face later on. In any case, she has a serious problem in her almost empty tropical regions (facing over-populated China and Japan) where it is impossible to rear a white population. She cannot permanently play dog-in-the-manger, and only if she increases her white population elsewhere and builds up a system of national defence will she be strong enough to admit emigration to that region on terms acceptable to herself.

The attitude of Japan over the exclusion policy of the United States and the recent settlement of the question with Canada are only temporary lulls in the storm. It is impossible for her to acquiesce permanently in a treatment which denies her that equality in the comity of nations which has been her supreme aim. She preferred, from the first, to be "the tail of the Occidental" or rather "the comb of the Oriental cock." Moreover, the exclusion of her nationals from so many parts of the Pacific littorals would entirely nullify her design of being supreme in that ocean—a goal for which she is so well qualified by her strategic position. At the present moment, suffering from the after-effects of war and from commercial depression (partly a reflex of that in America), Japan is willing to concede as much as she can without loss of dignity, and without surrendering the essential position. She has acted with the tact and prudence which we have learnt to expect from her statesmen, but she has entered into no binding obligations and given up no jot or tittle of her rights as a civilised nation. Count Hayashi's policy is to Mr. McKim's "special conditions" which is only a "truce for time" that he waives the rights of Japan under her treaty with Canada.

It may be, at the same time, that Japan counts on securing, by her sweet reasonableness both to the United States and Canada, that freedom of action in Asia which is of so much importance to her just now. It is hardly possible for Western Powers to press too closely their claims for the "open door" in Manchuria and Korea so long as they are bargaining with the Japanese. The British and American particularly, may well begin to ask themselves

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Hongkong, 3rd March, 1908.

who is getting the best of this bargain. Germany has no doubts, and has done her best to encourage a bellicose humour in the United States in order to prevent any settlement. The advantage given to Japan by her opponents in the recent dispute is the more evident when we see how small an emigration was the cause of all the recent agitation, and remember that Japan is really and actually anxious to direct this emigration to Korea and Manchuria, and by no means desires to lose her citizens. The time has not yet come when she could seriously venture on overseas expansion, save to the mainland adjacent to her. The agencies which worked the recent anti-Asiatic riots in British Columbia and California have succeeded in embarrassing their own Governments and playing into the hands of the Japanese. Their action was supported, in principle, by a number of people who were not aware of the true facts of the case. But there is little reason to hope that the question will be dealt with at present on other grounds than those of prejudice and instinctive distrust, and the people who are swayed by these must be prepared to uphold their position by something more than mere assertion.

The expedition of the American Fleet, over which so much excitement has been expended, was undoubtedly intended to convey a message to the Far East that the United States is so prepared, but as a *coup de théâtre* it must have somewhat failed in its effect owing to the time taken to assemble and marshal it on its way. The more obvious and practical uses of this costly expedition and the appeal to American naval sentiment, the exercise afforded to men and ships, and last, but not least, the object-lesson of the pressing need for the Panama Canal, destined to play so important a part in the Pacific. If the canal can be completed, as is now confidently asserted, within the next ten years it would indeed be folly for the United States to raise the question of the Mastery of the Pacific now. With its completion we shall enter into an entirely new phase of the whole question and the real struggle, so much and so intricate between the two great naval Powers of the Pacific will then begin in earnest.

It is impossible to forecast the regrouping of the Powers which may then take place, but until 1915 Great Britain is allied to Japan, and a breathing space is afforded by the guarantee given—there is an armed truce in the Pacific. What is to be expected from China it is impossible to predict, but the writer is inclined to foresee a re-occupation on the part of Russia in Asia and the renewal of her *Russo-Chinese* war. No people have ever come so near to the Chinese as the Russians, or, despite frequent betrayals, have won their confidence so completely. At the present time Peking does not believe in the desire of the Powers to respect the integrity of China, but sees in the agreements of various Powers with Japan merely an attempt to lull suspicion into a process of "peaceful penetration" is carried on. At the same time the skilful propaganda of the "pan-Asiatic" section of Japanese publicists has been at work in China, teaching her to distrust all that comes from the West, even in the guise of improvements or developments. The two warning elements—traditional distrust of the Japanese and a belief in their propaganda and a reluctant admiration of their present time—have produced a fine confusion in China, but the outcome is a growth of anti-foreign sentiment and a "recovery of rights" agitation. The losers by this are the commercial Powers, which have in reality no territorial ambitions in China, but they have partially deserved their fate, because they adopted the attitude that China was an inert object to be shaped at will. In reality China, especially in its new militant mood, will be a very important factor in deciding the mastery of the Pacific. Her fiercer spirit and trust are not to be dispensed nor her interests primarily of this moment when she is still weak.

In the period of truce afforded to her by her treaties and agreements Japan has heavy tasks to perform. Seven years ago she was in the initial stages of Colonial expansion, with Formosa as her experimenting ground. The promise of her beginning has not been fulfilled, and in the second stage—her absorption of Korea—she is even less happy. She has always regarded Korea as an ideal country for colonisation, but at the outset of her occupation she has had to meet difficulties which were unforeseen, and cannot be said to have overcome them—rather she has stumbled on them. She has roused the bitterest hatred of the Koreans, and her present policy (notwithstanding the theoretical liberalism and humanity which is expressed on paper and the undoubted integrity of Count Ito) is one of ruthless denationalisation. Korea is to be made a Japanese province—nothing less will secure her—and to do this the independence of the Koreans has to be crushed. The emigration from Japan has led to land-grabbing and ruin of the natives; the military system is a harsh one; the administration of justice is imperfect. Japanese are favoured in every way, at the expense of Koreans or of foreigners. Such a policy, with its resultant misery, discontent, and intrigues, is not without dangers as well as difficulties, and besides this Korean problem there is the prosecution of a policy of penetration in Manchuria which is full of pitfalls. It is one thing to be Protectionist in Formosa, and even in Korea—the tangled network of domestic affairs and the incompetency of the Korean officials have given the Japanese some excuse for setting up a system which has the furtherance of their own interests as its sole objective. Foreign Powers who acquiesced in the destruction of the McLeavy Brown Korean Customs Service cannot complain if under the new regime they are being squeezed out of Korean trade. But Manchuria is still nominally a part of the Chinese Empire, though leased to Japan, and the ambition of the latter to consolidate herself more firmly than the Russians were able to do in the ancient homeland of the Manchus has to be prosecuted in the face of many difficulties. It is only by shutting her eyes to her manifest treaty obligations that Japan can attain her object. The case of the Chinese railway has been cited, and also the preference given to

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Hongkong, 26th February, 1908.

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Japanese mails on the South Manchurian lines. Japanese goods are favoured by being carried from the place of manufacture in subsidised bottoms, by warehousing arrangements, by discriminating railway rates, by banking facilities granted only to Japanese trade, and by many other less important but effective means which combine to make up a preferential policy of the most drastic description. All this costs money, and the money, has come from the countries whose trade prospects suffer by this unequal competition. Japan has to pay dearly for her money, so that the balance is partially redressed, but who can doubt which side is making the best investment?

It may be doubted whether Japan will long be able to meet the strain on her resources involved by this policy and by her programme of naval and military expansion. In the last fourteen years expenditure has risen from eight to sixty-three millions sterling. It is certain that in her dealings with Manchuria and Korea she is obliged to exact the uttermost farthing to help in the necessary expenditure and to compensate for the loss of the war indemnity which Russia did not pay. Moreover, her own people are taxed to the utmost limit, and practically no possibility exists for increasing the area of taxation. Nor are political troubles absent. The highly centralised governmental machine, worked by the men who made the revolution possible and who have devoted their lives to the service of the dynasty and Empire, is now meeting a current of Liberalism of quite a different complexion, coloured with Socialist ideas from Western Europe.

In presenting these aspects of the condition of affairs in the Far East the writer has no unfriendly intention towards the Power with whom we are in alliance. If it be the best interests of Japan that she should not isolate herself by alienating those good opinions which show her the correctness of her conduct as well as by the skill of her diplomacy and the force of her arms. She won the suffrages of the Anglo-Americans because she stood for the principle of equality of opportunity, and it was in this belief that they helped her to conclude the Peace of Portsmouth. At the present moment there is a danger that this side of the situation may be overlooked because of certain sensational developments in the question of the status of Asiatics in Western countries. This question is a vital question of the future is not, however, at present, not yet ready to raise it. That it must eventually be faced no one can doubt, and it is of the utmost importance that the settlement should not be prejudiced by premature acts of injustice or breach of faith by the Western peoples. But in our desire to avoid a question which must come up for decision some day we need not neglect other important considerations or forego our own vital interests. The Open Door, with which is involved the real integrity of China, is our first and at present our only concern in the Pacific, and needs our immediate attention.

THE PORTUGUESE PRETENDER.

Vienna, February 3rd.

Dom Miguel, the Portuguese Pretender, has left Viareggio for Malta for the ostensible purpose of carrying an attack of catarrh.

Dom Miguel is reported to have telegraphed to a friend in Vienna that he would never take the royal crown of Portugal from the hands of murderers.

"I am instructing my followers not to make things more difficult for the bereaved Queen," he adds, "and not to continue our understanding with the Republicans."

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamoise, Laft Charmant and Special Skin Tonic and Poudre. These will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

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Communications respecting Advertisements, Subscriptions, Printing, Bindings, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Hongkong, 4th March, 1908. 471

CLEARANCE SALE.

WE are holding a Cheap Sale to Clear part of our old stock, for 14 days only, from 4th to 10th March, comprising:—Glass-ware, Crockery, Enamel, Electro Plated Ware, Marble Closets, Iron and Brass Bedsteads, Counterpanes, Down Quilts, Carpets, Door Mats, Scafs, Table Cloths, &c. &c., must be sold to make room for new and complete stock.

Reduction on above mentioned Goods, of 25 per cent. cash on delivery.

TAYLOR & CO.,

Hongkong, 4th March, 1908. 488

BEKANNTMACHUNG.

IM hiesigen Handelsregi. ter Abt. A. Bd. I. ist heute unter Nr. 17 die seit Januar 1908 in Canton errichtete Zweigniederlassung der offenen Handelsgesellschaft SANDEH, WIELER & CO. in Hongkong eingetragen worden.

Persönlich haftende Gesellschafter sind: GUSTAV ADOLPH WIELER in Hongkong, GUSTAV BRUNO ROBERT BECK in Hamburg, ALBERT WILHELM ARTHUR BECK in Hamburg, ANNA DOROTHEA CHARLOTTE SANDEH, Witwe, geborene Becker in Hamburg, ALBRIGHT SANDEH in Shanghai, ANNA DOROTHEA CHARLOTTE SANDEH, geborene Becker, ist von der Geschäftsführung ausgeschlossen.

HAROLD RUDOLF LEWIS in Canton ist Procura erteilt worden.

KAISERLICH DEUTSCHES KONSULAT.

Canton, den 28. Februar 1908. 479

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that THE PRESTON PARTON MILLING COMPANY of Watling, Washington, U.S.A. have on the 24th day of October, 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Marks:

(1) A wreath consisting of Poppies, Poppy Heads and Leaves and having the word "POPPY" printed across the centre of the wreath.

(2) Two circular lines one within the other. Entirely within the outer circle but crossing two sides of the inner circle is the representation of a White Diamond and the words "WHITE DIAMOND" are written, and a bow appears, between the two Circles.

In the name of THE PRESTON PARTON MILLING COMPANY, who claim to be the Proprietors thereof.

The Trade Marks have been used by the applicants in respect of the following Goods:—FLOUR in Cans &c.

Facsimiles of such Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 27th day of February, 1908.

DEACON, LOCKER & DEACON, Solicitors for Applicants.

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Hongkong, 4th March, 1908. 481

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 5th inst., will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 3rd March, 1908. 476

NEW ADVERTISEMENT

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having arrived, consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TO DAY, the 3rd inst., at NOON.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 10th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9.30 A.M.

All claims must reach us before the 14th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

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Hongkong, 3rd March, 1908. 5

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Hongkong, 3rd March, 1908. 457

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Hongkong, 13th November, 1906. 359

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HOUSAINALI & CO. beg to inform their Customers and the Public that a

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Hongkong, 1st January, 1908. 119

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Hongkong, 10th February, 1908. 349

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All Orders receive prompt attention.

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Hongkong, 20th February, 1908. 491

NOTICES OF FIRMS

NOTICE.

WE have authorized Mr. JOHN ARCHIBALD PLUMMER to Sign our Firm from This Date.

BRADLEY & CO., Hongkong, 3rd March, 1908. 496

NOTICE.

I have This Day authorized Mr. G. BINDER to Sign my Firm's name per procuration.

FELD BORNEMANN, Hongkong, 1st March, 1908. 454

NOTICE.

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NOTICE.

I have This Day authorized Mr. G. BINDER to Sign my Firm's name per procuration.

FELD BORNEMANN, Hongkong, 1st March, 1908. 454

NOTICE.

MR. ALEXANDER MUELLER having left China on the 26th ulto, ceased to sign our Firm per procuration on that date.

We have This Day authorized Mr. HEINRICH LUDWIG MUELLER of Hongkong, and Mr. LUDWIG FRIEDRICH MUELLER of Canton to Sign our Firm's name per Procuration.

SIEMSEN & CO., Hongkong & Canton, 1st March, 1908. 455

PUBLIC COMPANIES

THE CHINA FIRE INSURANCE CO. LIMITED.

THE THIRTY-NINTH MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, TO-MORROW (THURSDAY), the 5th March, 1908, at 12 o'clock Noon, for the purpose of Receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from 20th February to 5th March, both days inclusive.

By Order, GEO. L. TOMLIN, Secretary.

Hongkong, 14th February, 1908. 365

THE HONGKONG MILLING CO. LIMITED.

THE THIRD ORDINARY GENERAL MEETING of Shareholders will be held at the Company's Office, King's Buildings, at 12 o'clock Noon on SATURDAY, the 7th March, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.

A. H. KENNIE & CO., General Managers.

Hongkong, 21st February, 1908. 404

HONGKONG FIRE INSURANCE CO. LIMITED.

THE THIRTY-NINTH ORDINARY MEETING of Shareholders will be held at the Offices of the Under-secured at 12.30 P.M. on TUESDAY, the 10th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th February to the 10th March, 1908, both days inclusive.

JARDINE, MATHESON & CO., LTD. General Managers.

HONGKONG FIRE INSURANCE CO., LTD. Hongkong, 18th February, 1908. 387

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE Twenty First ORDINARY ANNUAL MEETING of Shareholders will be held in the City Hall, on SATURDAY, the 14th March at 12.30 P.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 14th March, both days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 3rd March, 1908. 470

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

LOST.

FIVE CERTIFICATES of 100 Shares each standing in the Register of this Company in the name of CHOYE SUN have been LOST.

Scrip No. 1801—60401/60100—100 Shares

" " 1802—60401/60200—100 " "

" " 1803—60401/60300—100 " "

" " 1804—60401/60400—100 " "

" " 18 5—60401/60500 100 " "

400 Shares

NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 500 Shares will be issued one month hence, and that the Original Certificates, unless produced within that period, will thereafter be held by the Company as Null and Void.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 21st February, 1908. 406

ENTERTAINMENT

COMING COMING!

THEATRE ROYAL.

OPENING NIGHT March 5th.

MAURICE E. BANDMAN PRESENTS.

HENRY DALLAS AND THE

BANDMAN OPERA CO.

Thursday, Mar. 5 } THE GIRLS OF

Friday, Mar. 6 } GOTTENBURG

Saturday, Mar. 7 } MONDAY, MAR. 9. A RUNAWAY GIRL

Tuesday, Mar. 10 } WEDNESDAY, MAR. 11. MISS HOOK OF HOLLAND

Thursday, Mar. 12 } THE NEW ALLADIN

Friday, Mar. 13 } THE DAIRYMILKERS

Saturday, Mar. 14 } A CHINESE HONEYMOON

Prices: \$3, \$2, and \$1.

Seats can be booked on and after WEDNESDAY, the 19th inst., at Messrs. MOUTRIE & CO'S.

Hongkong, 17th February, 1908. 384

AUCTIONS

PUBLIC AUCTION

THE Underigned have received instructions from Mrs. W. DANBY, to Sell by Public Auction.

FOR ACCOUNT OF THE ESTATE OF THE LATE W. DANBY,

On THURSDAY, the 13th March, 1908, at 2 P.M., at No. 5, Queen's Gardens, Peak Road,

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE,

THERRIN CONTAINED, comprising:—SILK TAPESTRY, COVERED DRAWING ROOM SUITE, TEAKWOOD WARDROBES with Glass, OVERMANTELS, DINNER WAGGONS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with Glass, GLASS, CROCKERY and E.P. WARE, ENGRAVINGS, a quantity of BRONZE STATUETTES, INCENSE BURNERS and LAMP, OLD CHINA, CARPETS, and TABLE TOP WASHSTANDS, DRESSING TABLE, DOUBLE and SINGLE IRON BEDSTEDS, and BEDDING, SHANGHAI BATHS, &c. &c.

Also, A large quantity of Plants in Pots, and One Cottage Piano by Collard and Collard, London.

Catalogues will be issued. Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 3rd March, 1908. 473

PUBLIC AUCTION.

WE have been favoured with instructions to offer on

WEDNESDAY, the 18th March, 1908, THE SAILING YACHT "PLANET PILGRIM" (Owner, C. F. STANHOPE BILBROUGH) now lying stranded on the shore of Haitan Island.

Lot 35 35' N Long 118 50' E.

The approximate measurements of the vessel are as follows:—Length 75 ft., Breadth 23 ft., depth 10 ft. The Sails, Gear, etc. are stored at Mamoi Dock, Pagoda Anchorage and may be viewed on application to Captain F. ANSON. A catalogue will be issued. The Purchaser of the vessel will have the option of purchasing the gear in one lot otherwise it will be offered in lots as per Catalogue.

H. S. BRAND & CO., Auctioneers.

Foochow, 26th February 1908. 474

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1906 £17,837,119.

I. AUTHORIZED CAPITAL.....£3,000,000

SUBSCRIBED CAPITAL.....2,750,000

PAID-UP CAPITAL.....587,500 0

II. FREE FUNDS.....3,886,720 19 8

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 27th April, 1907. 1148

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CAELOWITZ & Co., Hongkong, 13th August 1906. 28

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1907. 114

TO LET

A HOUSE in KNOTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st March, 1908. 185

NO. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 188

EIGHT-ROOMED HOUSE on SHAM EEN.
Apply to—
Care of "Daily Press" Office.
Hongkong, 23rd January, 1908. 251

GODOWN No. 101, Praya East.
Apply to—
CHATER & MUDY,
Victoria Building.
Hongkong, 17th January, 1908. 212

GODOWN No. 3, NEW PRAYA, Kowloon.
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1908. 250

A SIX ROOMED HOUSE at ELIOT, GARDEN, Robinson Road, Furnished or Unfurnished.
Apply to—
F. X. D'ALMAIDA & CASTRO,
33, Queen's Road Central.
Hongkong, 22nd January, 1908. 100

L A HACIENDA, East, Mount Kellet, The Pent, unfurnished, from the middle or end of April next. For particulars apply to the undersigned.
C. H. GRACE,
Care of Secretary's Office,
Hongkong Club.
Hongkong, 5th February, 1908. 311

OFFICES in ALEXANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 191

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908. 221

CHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent.
First Floor of No. 2, Queen's Road Central, comprising Six Large Rooms and Out-houses suitable for business Premises or Dwellings, now occupied by FRED. BORNEMANN & CO.
Apply to—
DAVID SASSOON & Co. Ltd.
Hongkong, 24th February, 1905. 96

SHOP and DWELLING HOUSE, No. 78, Queen's Road Central.
Apply to—
Messrs. S. J. DAVID & CO.,
Princes Buildings.
Hongkong, 25th February, 1908. 445

"FAIRVIEW," No. 1, Robinson Road, Hongkong Furnished or Unfurnished Furniture can be Purchased if desired, 6 big Rooms, nice view of harbour.
Apply to—
Messrs. J. ULLMANN & Co.,
34, Queen's Road.
Hongkong, 14th February, 1908. 382

NO. 5, MORRISON HILL.
One FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to—
JARDINE, MATHESON & Co., LTD.
Hongkong, 21st October, 1907. 93

4 and 5-ROOMED HOUSES in Kowloon.
COMMODOUS SHOP in Des Vaux Road Central, Hongkong. Immediate possession. Moderate rental.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908. 117

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate possession.
Apply to—
YEE SANG PAT & CO.
Same address.
Hongkong, 23rd January, 1907. 270

A UCTION ROOMS, No. 2, Zetland Street, immediate possession.
Nos. 2 and 4, "FAIRVIEW," ROBINSON ROAD, Kowloon.
"WOODBURY" GARDEN ROAD, "ROSEBATH," KOWLOON.
Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 10th February, 1908. 87

TO LET

NO. 59, CAINE ROAD.
Nos. 27 and 31, SEYMOUR ROAD.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 27th November, 1907. 180

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.
No. 10, DES VEAUX ROAD CENTRAL, 1st Floor.
"FATHERLEIGH," Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.
FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1908. 26

TO LET.
OFFICES in HOTEL MANSIONS, 1st Floor. One Large Corner Room facing Des Vaux Road and Chater Road; 4 Rooms adjoining, facing Pedder Street.
Apply to—
Care of "Daily Press" Office.
Hongkong, 2nd March, 1908. 459

TO LET.
"EGGESFORD" (Furnished) No. 114, PEAK. Contains 6 ROOMS.
No. 71, WYNDHAM STREET.
"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Contains 26 Rooms.
BEACONSFIELD ARCADE, Fine Office and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbeck MacGregor).
OFFICES in Queen's Road Central.
BELLIOS TERRACE HOUSES, ROBINSON ROAD.
GOOD CENTRAL GODOWN, No. 3a, DUDELL STREET.
LABROKE, No. 9, CONDUIT Road, 8 Rooms, Furnished or Unfurnished from 15th April, 1908. Large Servants' Quarters and full sized Tennis Court.
No. 3, DUDELL STREET Shop and 1st Floor.
Nos. 1 and 6, DES VEAUX VILLAS (PEAK).
No. 57, PRAYA GRANDE, Macao.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Building.
Hongkong, 18th February, 1908. 39

ONE ROOM in Prince's Buildings, Top Floor.
Apply to—
Messrs. S. J. DAVID & CO.
Hongkong, 29th February, 1908. 448

A STORE in Good Position, No. 14, Queen's Road Central, including First Floor, and Godown at back, with Lease.
Apply to—
14, Queen's Road Central.
Hongkong, 26th February, 1908. 437

PER 1st January, ONE OFFICE ROOM on Second Floor, Prince's Buildings.
Apply to—
REUTER, BROECKELMANN & CO.
Hongkong, 9th December, 1907. 102

4 ROOMED HOUSES in Morrison Hill Gap Road, suitable for Married Couple with Small Family. Rents low.
EUROPEAN FLATS in "WILD DELL" Buildings. Rents low.
No. 2, CHANVARY LANE, 6 ROOMED HOUSE fitted with Electric Light. Central Locality.
"STILLINGFLEET" Peak Road, SIX-ROOMED HOUSE with Fine View of Harbour.
"HARPERVILLE" Garden Road, SIX-ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.
Apply to—
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
5, Queen's Road Central.
Hongkong, 28th February, 1908. 438

TO LET UNFURNISHED.
A DESIRABLE EUROPEAN RESIDENCE in MACAO in excellent position and near Praya Grande.
For terms and particulars, apply to
SUPERINTENDENT,
E. E. Telegraph Co.
Hongkong, 25th February, 1908. 426

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VEAUX ROAD CENTRAL, (formerly occupied by Messrs. SHAW, TOMES & Co.).
Apply to—
THE COMPRADORE DEPT.,
JARDINE, MATHESON & Co. Ltd.,
Connaught Road Central.
Hongkong, 25th February, 1908. 299

TO LET.
FIRST Class European Houses, furnished or unfurnished, Looibai Terrace and Humphreys Avenue, Kowloon.
Apply to—
TAM TSZ KONG,
Care of Hip O Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West.
Hongkong, 1st October, 1907. 94

TO LET.
LARGE OFFICE ROOM on First Floor of No. 16, DES VEAUX ROAD.
Apply to—
FRED. BORNEMANN,
No. 16, Des Vaux Road Central.
Hongkong, 23rd January, 1908. 144

TO LET.
WELL and Comfortably Furnished Rooms, at the OCCIDENTAL HOTEL, Kowloon, with separate Kitchens and Baths for each set of rooms. Rent from \$15.00 and upwards. Good accommodation.
Apply to—
H. RUTTONJEE & SON,
6, Dagular Street, or
45, Elgin Road, Kowloon.
Hongkong, 2nd March, 1908. 460

CANADA AND JAPAN.

IMPORTANT SPEECH BY SIR W. LAURIER

Toronto, January 29.

The Dominion Parliament has had a day's debate on the mission of Mr. Lemieux to Tokyo and the Government's dealing with Japan generally.

Mr. Borden, leader of the Opposition, proposed a motion of censure in which he declared that by an Order in Council of August 3, 1895, the Ministry then in office in Canada called attention to the dangers of unrestricted immigration, and declared that Canada's adherence to the Treaty of 1894 with Japan should be accompanied by such a proviso or stipulation as would enable Parliament to control the immigration of labourers and artisans; that Japan in 1895 consented that such proviso or stipulation should accompany the adhesion of Canada to the Treaty; that, notwithstanding such consent, the present Government in 1905 deliberately abandoned any such proviso or stipulation, although its great importance was twice called to its attention by the British Government during the course of the negotiations, and having entered into the Treaty of 1906, which brought into force in Canada the Treaty of 1894, absolutely and without reserve the Government secured its ratification by Parliament in 1907; that the ratification of the said Treaty of 1906 was almost immediately followed by a great influx of Japanese labourers into Canada, that in the opinion of the House Canada should not enter into or accede to any Treaty which deprived Parliament of control over immigration into the country; and that the House, while expressing profound appreciation of the friendly intentions and courteous assurances of the Japanese Government, and while declaring a sincere desire for most cordial relations with the Japanese people, desired, nevertheless, to record a strong protest against a policy under which the wage-earning population of Canada could not be protected from destructive invading competition except by entangling the Government and aid of a foreign Government.

Sir Wilfrid Laurier defended the Government at length. He said: "The policy of the Opposition, settled years ago and reaffirmed on this occasion, is to obtain a restriction of Japanese immigration by hostile legislation of this Parliament, with all the consequences of hostile legislation against a friendly Power. The policy of the Government is to obtain a restriction of Japanese immigration, but by the voluntary and friendly action of the Japanese authorities themselves. That is a clear line of cleavage between the two sides of the House."

Proceeding to give the motives, reasons, and results of the Government's policy Sir Wilfrid Laurier pointed out that the central fact upon which the question revolved was that in all countries where Caucasian and Mongolian races came together there was at once sharp antagonism between the White races and the Mongolian. He had believed, as many others had believed, that at the bottom of the antagonism in British Columbia was the labour problem, but they now knew that there was another consideration which extended far beyond the labour problem. The population of British Columbia was small, and there was a well-understood apprehension that if the current from Asia was allowed to come in free and unchecked the balance of power might pass from one race to another. That was a problem which no Government in this country could afford to ignore. It was a problem which had received the attention of all the Governments. A problem difficult at all times and under all circumstances, it had been made doubly difficult—ten times more difficult—so far as Japan was concerned by the fact that Japan had suddenly risen to the proportions of a first-rate Power.

He drew an elegant picture of the evolution of Japan and her dramatic advent as one of the world's Great Powers. It was to the credit of Lord Lansdowne that all the diplomatists of Europe he was the first to recognise the possibilities of change in the condition of Japan, and such was the importance he attached to that condition that he suddenly broke away from all traditions of British diplomacy, that Great Britain would not be content in any foreign alliance, and concluded an offensive and defensive alliance with Japan, one result of which might possibly be that in the event of a war threatening British interests in the Pacific the Fleets of Great Britain and Japan would be seen weighing anchor together in the harbour of Vancouver. That was a condition which had not entirely escaped the attention of the Opposition, and it was a condition which the Government had had before its eyes all the time. It was not to be expected that old feuds and old antagonisms would disappear in a day. They knew by experience of the world that antagonisms, especially those which had a racial basis, were slow to die, and they must reckon accordingly. They had tangible proof of it when, within a year of the alliance, a request came from British Columbia pressing for a law of exclusion against the Oriental races. The Government had no hesitation in acceding to the request with regard to certain races, but when it came to Japan the Government had to say that it could not comply.

The Government was pressed to renew the Natal Act. "That," the Premier continued, "was a direct slap in the face for our ally Japan, as I we could not agree to it, but we entered into negotiations with the Japanese authorities themselves through the instrumentality of Mr. Noss, and represented that though there was an alliance between Great Britain and Japan they must know that there were difficulties as to their people coming as immigrants, and that perhaps there would be clashing between two races. We represented to the Japanese authorities that we expected them to restrict immigration, and we were successful in this, and the Japanese authorities consented to the restriction of immigration. In five years not more than two thousand landed in Canada during that time. No complaint came from British Columbia. There was a treaty between Great Britain and Japan in which the Dominion might of its own free will be included, and the time came when she desired to be."

The Leader of the Opposition had stated and had quoted from a minute of Council to show that the late Conservative Government had a policy on the question, namely, the inclusion in the Treaty of a proviso similar to that contained in the treaty between Japan and the United States as to laws with regard to trade, immigration, &c. This minute was sent to the Colonial Secretary, and by him referred to Sir Ernest Satow, the British Ambassador at Tokyo. The letter in a communication in February, 1895, to the British Government reported his interviews with the Japanese Foreign Minister, who, while expressing the willingness of the Japanese Government to agree that Canada might signify her adhesion as a party to the treaty between Great Britain and Japan, with the stipulation that it should not affect Canadian law with respect to immigration, added a qualification that a clause should be inserted providing that the treaty might be terminated on either side by giving six months' notice. This would have meant that the moment Canada passed restrictive legislation Japan would have immediately given notice for the termination of the

treaty. The British Ambassador made it quite clear in a despatch that the reservation made by Japan had in view unfriendly legislation which might be passed by any British Colonies becoming parties to the treaty. He had also stated that undoubtedly any such legislation passed by the Colonies would make the Japanese feel that in the eyes of the world they had been placed on a par with the Chinese, and that would have rendered the treaty inoperative from the beginning. This was the reason that had actuated the course of the Government in not demanding the provision urged by the Opposition. The moment that we had negotiated such a treaty with Japan, they would have been forced to introduce legislation to restrict Japanese immigration, and from that moment the treaty would have been doomed."

In referring to the recent influx of Japanese into British Columbia and the subsequent steps, he said that the Government had taken the only course possible. The success of that course, the carrying out of which had been entrusted to Mr. Lemieux, everyone knew. As the result of his mission, the Government was in a much better position than the United States, which country was still negotiating with Japan. The difficulty between Japan and the United States showed that, no matter what was put into a treaty, the nations must always get back to diplomatic action. The condition of things in British Columbia was one that they were bound to accept, and they were prepared to give reasonable and generous heed to the representations of that province. There were two ways. One way was the method suggested by the Opposition—to legislate against the Japanese, to enact in the House of Commons and Senate that no Japanese should come to Canada. Another way was by conciliation—to ask the Japanese Government to recognise the difficulty of the question, and to act voluntarily. The Premier concluded as follows:

"We place ourselves confidently in the judgment, not only of the people of Canada entirely, but of those of British Columbia. Shall it be said in this Parliament that we shall admit Japanese coming to this country when they come to protect our shores, but that at the same time we shall be an Act of Parliament to prevent them when they come in peace? When our action is known and an explanation is given to the people of British Columbia, when they know of our efforts to bring about the results they want, they will be satisfied that these results have been brought about, not by legislation, but by friendly conciliation. If Japan fails to carry out the understanding then we have the power to put an end to the Treaty, but this is the last resort. This is only if all means of conciliation have been exhausted and if everything else has failed. We want to preserve peace with the Japanese. They are allies of ours and we do not want to humiliate them by asking this Parliament to legislate against them."

Canadian feeling generally is that the mission of Mr. Lemieux was successful, and that the arrangement effected is satisfactory. There is a disposition to trust the assurances of Japan and to believe that limited emigration of Japanese is better than exclusion.

The British Columbia Legislature is certain to re-read the Natal Act, and it will be again disallowed at Ottawa.

Ottawa, January 29th.

The division in the House of Commons on Mr. Borden's motion was reached at three o'clock this morning. The motion was defeated by a majority of fifty-five.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods. Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. 43

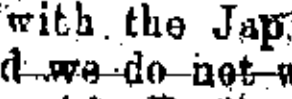
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FOR 1908

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Hongkong, 14th February, 1908. 383



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CODE WORD, "DOCK."

A.I. A.R.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 964 "
Width of Entrance on Bottom... 884 "
Water on Blocks at Spring Tide 344 "

DOCK No. 1.

Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 64 "

DOCK No. 2.

Extreme Length... 571 feet.
Length on Blocks... 561 "
Width of Entrance on Top... 96 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

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THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

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The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.)

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For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 35 Years FROM 1874 to 1908.

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S. MOUTRIE & CO., LTD.

York Building, Chater Road.

Hongkong, 13th November, 1907. 311

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MERCHANDISE NAVY

NAVY BOILER

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HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

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all the most beautiful

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CREME SIMON

Mme. ADELINA PATTI says:

I have found it very good indeed.

SHVON + POUDRE SIMON

A la

Creme Simon

J. SIMON, PARIS

Cosmetists, Hairdressers, Perfumers and Shavers.

519

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JOHN ROBERTS & CO., LTD.

BILLIARD TABLE-MAKERS AND IVORY TURNERS, BOMBAY.

Hongkong, 6th April, 1904. 697-2

By Royal Warrant to His Majesty The King.

BOVRIL

is a true food and contains Albumen and Fibrine which go to form Blood, Bone, Brain and Muscle. Beef-teas and Meat-Extracts are stimulants only. BOVRIL is Liquid life.

OVER THE BAR ASK FOR

WATSON'S NO. 10 WHISKY

The accredited Agents in Hong-Kong for Watson's Dundee Whisky No. 10 are

SHEWAN, TOMES & Co.

MAKE NO MISTAKE ABOUT IT.

SHIPPING.

ARRIVALS.
 CATHERINE APCAR, British str., 1,790, W. D. A. Thomas, 3rd March—Calcutta and Straits 14th February, General—David Sassoon & Co., Ltd.
 CHONGHONG, German str., 1,621, F. Heynag, 3rd March—Bangkok, Rangoon—Butterfield & Swire.
 FRITHJOF, Norwegian str., 891, Olaf Andersen, 3rd March—Saigon 27th Feb., Rangoon—Aagaard, Thoresen & Co.
 HOPSANO, British str., 1,350, Jas. M. Huy, 3rd March—Saigon 27th February, Rangoon—Jardine, Matheson & Co.
 KASHIMA MARU, Japanese str., 1,746, M. Nish, 3rd March—Rangoon 18th February, Rangoon—Fukusui & Co.
 KONGHONG, German str., 1,258, C. Rosier, 3rd March—Bangkok 24th February, Rangoon—Butterfield & Swire.
 KOWLOON, German str., 3rd March—Canton, Kowloon, Chinese str., 2nd March—Canton.
 PRINZ LUDWIG, German str., 9,630, F. von Binzer, 3rd March—Bremen 15th Jan. and Singapore 28th Feb., Mails and General—Melchers & Co.
 PRINZ SIGISMUND, German str., 3,300 D. Lenz, 3rd March—Kobe 21st February, General—Melchers & Co.
 WASHINGTON, British str., 1,170, W. F. Richard, 3rd March—Changhai 27th February, General—Jardine, Matheson & Co.

CLEARANCES.

At the Harbour Master's Office, 3rd March.
 Haisela, Dutch str., for Singapore.
 Johanna, German str., for Haiphong.
 Kashiwa Maru, Japanese str., for Koolung.
 Kawachi Maru, Japanese str., for Singapore.
 Prinz Ludwig, German str., for Shanghai.
 Sanha, German str., for Shanghai.

DEPARTURES.

3rd March.
 AKI MARU, Japanese str., for Shanghai.
 BOONKONG, British str., for Shanghai.
 CHONGHONG, British str., for Canton.
 ERNEST SIMONS, French str., for Europe, & HAITAN, British str., for Coast Ports.
 HANOK, French str., for Haiphong.
 KNIVBERG, German str., for K. C. Wan.
 KWANTAI, Chinese str., for Haiphong.
 MATTHEW, German str., for Yokohama.
 PALMA, British str., for Saigon.
 PHILIPPEN, German str., for Sydney.
 SHIKOKU MARU, Japanese str., for Kobe.
 SIKU, British str., for Shanghai.
 TAMING, British str., for Manila.
 WASHINGTON, British str., for Canton.

SHIPPING REPORTS.

The British str. Catherine APCAR reports: Fine weather, moderate sea.
 The Norwegian str. Frithjof reports: Light Easterly and fine weather.
 The British str. WASHINGTON reports: Fresh monsoon and moderate sea to Breaker Post, thence to port, moderate Easterly winds & fog.

VESSELS IN DOCK.

March 3rd.
 Abscon Dock—
 Kowloon Dock—Nail Melod, Persia, Norwegian, Cytop, Oscar II, Entin, Loyol, Munda.
 Commercial Dock—Havard.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "GREGORY APCAR."
 Captain S. H. Bolen, will be despatched for the above Ports TO-DAY, the 4th March, at 3 P.M., instead of as previously advertised.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 2nd March, 1908. 435

CHINA COMMERCIAL S.S. CO., LTD.
 NOTICE.
 FOR SALINA CRUZ, MEXICO.

THE Steamship
 "MARIE."
 Capt. G. C. Christiansen, will be despatched for the above Ports via MOJI, JAPAN, TO-DAY, the 4th March, at 5 P.M.
 For Freight or Passage, apply to
 CHINA COMMERCIAL S.S. CO., LTD., Agents.
 Hongkong, 24th February, 1908. 424

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
 "HAINUN."
 Captain A. J. Robson, will be despatched for the above Ports on FRIDAY, the 6th inst., at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS, LAPEL & Co., General Managers.
 Hongkong, 2nd March, 1908. 462

ANGLO-AMERICAN OIL CO., LTD.
 FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
 (With liberty to call at the Malabar Coast).

THE Steamship
 "KENNEBEC."
 Captain Beynon, will be despatched as above on or about SATURDAY, the 7th March, 1908.
 For Freight or Passage, apply to
 STANDARD OIL CO. OF NEW YORK, Oriental Freight Department, Agents.
 Hongkong, 8th February, 1908. 340

"SHIRE" LINE OF STEAMERS LIMITED.
 FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship
 "MONMOUTHSHIRE."
 will be despatched for the above Ports on or about TUESDAY, the 31st March.
 Doctor and Stewards carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & Co., Agents.
 Hongkong 3rd March, 1908. 450

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest to Green Island are marked "k", nearest Hongkong "h", midway between Hongkong and Kowloon "m", and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via BRISTOL PORTS OF CALL...	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	On 7th inst., at Noon.
LONDON & ANTWERP	GLENFLOCH	Brit. str.	—	E. J. Stallard	McGregor Bros. & Co.	On 25th inst.
LONDON & HAMBURG	MONMOUTHSHIRE	Brit. str.	—	W. R. Hickey	SHEWAN, TOMES & Co.	About 31st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	S. J. G. Parsons	P. & O. S. N. Co.	On 6th inst.
ST. PAULI, LONDON & ANTWERP	TOKIN	Fr. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SANUKI MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 18th inst., at D'light
MARSEILLES, LONDON & ANTWERP	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 14th inst.
MARSEILLES, HAVRE & COPENHAGEN	CATHAY	Dan. str.	—	Haase	MELCHERS & Co.	End of March.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	BRABLIA	Ger. str.	k.w.	Forcelis	HAMBURG-AMERIKA LINE	On 15th inst.
MARSEILLES, HAVRE & COPENHAGEN	HOBENTAPPE	Ger. str.	k.w.	Kotze	HAMBURG-AMERIKA LINE	On 25th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	ELAVONTA	Ger. str.	k.w.	Müller	HAMBURG-AMERIKA LINE	On 7th inst.
NAPLES, GENOA, ALGERS, CIBALIA, &c.	SAMBIA	Ger. str.	k.w.	B. Wilhelm	HAMBURG-AMERIKA LINE	On 2nd April.
TRIPOLI, &c. via SINGAPORE, &c.	VORWAERTS	Ans. str.	—	B. Bodnarz	MELCHERS & Co.	On 11th inst., at Noon.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	—	Beynon	STANDARD OIL CO.	About 14th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SAINT PATRICK	Brit. str.	—	Jameson	SHEWAN, TOMES & Co.	About 18th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	T. W. Garlick	CANADIAN PACIFIC R. Co.	On 12th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	LENNOX	Brit. str.	1 m.	Wm. Thompson	CANADIAN PACIFIC R. Co.	On 25th inst., at Noon.
VI. COPIA, C. & TACOMA, JAPAN	TEMOST	Am. str.	—	D. Mori	OPPEL & Co., Ltd.	On 17th inst.
VICTORIA, B. & SEATTLE, WASH., &c.	IYO MARU	Jap. str.	—	G. C. Christiansen	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.
CALLAO, AN. IQUIQUE, VIA JAPAN PORTS, &c.	KASATO MARU	Jap. str.	—	K. Homma	TOYO KISEN KAISHA	First half of April.
SALLINA CRUZ, MEXICO VIA MOJI & JAPAN	MARIE	Ger. str.	—	D. Mori	CHINA COMMERCIAL S.S. Co.	To-day, at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	A. Dawson	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN &c.	ALDENHAM	Brit. str.	—	St. John George	GLEN, LIVINGSTON & Co.	On 28th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	KONOMA MARU	Jap. str.	—	T. L. Harrison	NIPPON YUSEN KAISHA	On 17th April, at Noon.
YOKOHAMA	CORONIA	Swed. str.	—	Wm. Bainbridge	MELCHERS & Co.	Middle of March.
KOBE AND YOKOHAMA	INABA MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 7th inst., at D'light
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Zwart	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
JAPAN	TOYODAS	Dut. str.	—	T. Stehr	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIENTSIN, NAGASAKI & VLADIVOSTOK	KOWLOON	Ger. str.	k.w.	F. Wheeler	HAMBURG-AMERIKA LINE	To-morrow.
TIENTSIN VIA SWATOW	HEUNGSHING	Brit. str.	—	G. H. C. Weston, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 6th inst., at Noon.
CHINKIANG & WUHU	LYDIA	Ger. str.	k.w.	A. Mocker	HAMBURG-AMERIKA LINE	To-day.
SHANGHAI	MARIMORA	Brit. str.	—	E. Sandbach	P. & O. S. N. Co.	About 6th inst.
SHANGHAI & KOBE	TAKASAKI MARU	Jap. str.	—	H. A. Wall	NIPPON YUSEN KAISHA	To-day, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHOHO MARU	Jap. str.	—	Hildebrandt	OSAKA SHOSHEN KAISHA	To-morrow, at Noon.
SHANGHAI VIA SWATOW	HANOKAS	Brit. str.	1 m.	Jameson	OSAKA SHOSHEN KAISHA	To-morrow, at Noon.
SHANGHAI	KIUKANG	Ger. str.	k.w.	T. Meyrick	BUTTERFIELD & SWIRE	On 11th inst., at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	BELGRAVIA	Brit. str.	—	Rodger	BUTTERFIELD & SWIRE	On 6th inst., at 4 P.M.
SHANGHAI VIA SWATOW	TUNG HING	Brit. str.	1 m.	A. Somerville	SHEWAN TOMES & Co.	On 7th inst., at Noon.
SHANGHAI	SHANST	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
SHANGHAI, CHONGKING, JAPAN, AMERICA &c.	CEYLAN	Brit. str.	—	R. Almond	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOORSANG	Brit. str.	—	G. H. Pennelther	SHEWAN, TOMES & Co.	On 14th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	SILEZIA	Ger. str.	k.w.	Mathias	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
NINGPO & SHANGHAI	LIANGCHOW	Brit. str.	1 m.	P. Semblil	MELCHERS & Co.	Middle of March.
SWATOW, AMOY & FOCHOW	HAIMEN	Brit. str.	2 h.	J. Harde	NIPPON YUSEN KAISHA	To-day, at 3 P.M.
ANPING VIA SWATOW & AMOY	FUKUSHU MARU	Jap. str.	—	S. H. Nelson	DAVID SASSON & Co., Ltd.	On 12th inst., at Noon.
TAMUI VIA SWATOW & AMOY	JOHIN MARU	Jap. str.	—	Bradley	CARLOWITZ & Co.	On 17th inst., at Noon.
HOIHOW & HAIPHONG	CHIHAI	Brit. str.	1 m.	de Brouwers	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
HOIHOW & HAIPHONG	SINGAN	Brit. str.	1 m.			
MANILA	TUNBANG	Brit. str.	—			
MANILA	ZAFIRO	Brit. str.	—			
MANILA	TEAN	Brit. str.	1 m.			
MANILA	LOONGSANG	Brit. str.	—			
MANILA	RUBI	Brit. str.	—			
CEBU & ILOILO	SUSUKIANG	Brit. str.	1 m.			
CEBU & ILOILO	KAIFONG	Brit. str.	1 m.			
KUDAT & SANDAKAN	BOREBO	Ger. str.	—			
BOMBAY VIA SINGAPORE, PENANG, MADRAS &c.	MOYORI MARU	Jap. str.	—			
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—			
BOMBAY VIA SINGAPORE & PENANG	CAPEI	Ital. str.	—			
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—			
JAVA PORTS	TIJAHAI	Dut. str.	—			

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

NAME	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 7th March Noon.
RUBI	2540	R. W. Almond	Manila	On 14th March, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th February, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "SAINT PATRICK" ... About 16th March.

For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 28th January, 1908.

CANADIAN PACIFIC RAILWAY,
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days across the Pacific to the "EMPEROR LINE." Saving 5 to 10 days' Ocean Travel.
 11 DAYS YOKOHAMA TO VANCOUVER.
 15 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA" 6,000	THURSDAY, 13th March	30th March	
"LENNOX" 3,700	WEDNESDAY, 26th March	23rd April	
"EMPEROR OF INDIA" 6,000	THURSDAY, 9th April	27th April	
"MONTEAGLE" 6,163	WEDNESDAY, 22nd April	16th May	
"EMPEROR OF JAPAN" 6,000	THURSDAY, 7th May	25th May	
"GLENFARG" 3,700	WEDNESDAY, 20th May	18th June	

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
 * "EMPEROR" Steamers will depart from HONGKONG at 4 P.M.
 S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the C. & N. W. PACIFIC "EMPEROR" Steamships 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 23 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York 271.10
 Intermediate on Steamers ... 240 ... 242
 and let Class Railways ...
 First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
 R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Ministers, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Fadder Street and Praya, opposite Blake Pier.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STAMERS	DATE OF SAILING.
VLADIVOSTOK	"CURONIA"	Middle of March.

MARSEILLES, HAVRE, & COPENHAGEN ... "CATHAY" ... End of March.

For Further Particulars apply to
 MELCHERS & CO.,
 HONGKONG, 26th February, 1908. AGENTS. 6

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
* TREMONT	9,606	T. W. Garlick	On 17th March.
* SUVERIC	6,232	W. Shotton	On 9th April.
* KUMERIC	6,232	Cowley	On 2nd May.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 HONGKONG, 26th February, 1908. QUEEN'S BUILDINGS. 8

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
 TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East—
 16, DES VEUZ ROAD,
 HONGKONG.
 Japan Office—
 14, WATER STREET
 YOKOHAMA.

VESSELS ON THE BERTH

THE PRINCESS AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEY, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CENTRAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA."
 Captain C. L. Daniel, carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 7th March, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOULTAN," 9,600 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSEA," to London on 18th April, 1908. Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 24th February, 1908. 1

NAVIGAZIONE GENERALE

ITALIANA.
 (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valenza, Alicante, Almeria and Malaga.)

THE Steamship

"CAPRI."

Captain Pedone, will be despatched as above on THURSDAY, the 12th inst., at Noon.

For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co.,

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and AMSTERDAM VIA SINGA- PORE, PENANG, COLOMBO and PORT SAID	SOCOTRA Capt. W. R. Hickey	On 6th March } Freight only.
SHANGHAI	MARMORA Capt. G. H. C. Weston, R.N.R.	About 6th March } Freight and Passage.
LONDON via USUAL PORTS	DELTA Capt. C. L. Daniel	Noon, 7th March } See Special of Call.
MARSEILLES, LONDON, and ANTWERP	NUBIA Capt. F. J. Fox	About 11th March } Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th February, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HOIHOW, and HAIPHONG	"CHIEHLI"	On 5th Mar., 10 A.M.
SHANGHAI	"KIUKIANG"	On 5th Mar., 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 5th Mar., 4 P.M.
NINGPO and SHANGHAI	"LIANGCHOW"	On 7th Mar., 4 P.M.
SHANGHAI	"SHANSI"	On 8th Mar., 4 P.M.
MANILA, ZAMBOANGA, PORT DAWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"TAIYUAN"	On 9th Mar., 4 P.M.
MANILA	"TEAN"	On 10th Mar., 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 11th Mar., 10 A.M.
CEBU and ILOILO	"KAIFONG"	On 20th Mar., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

Hongkong, 4th March, 1908.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
† SHANGHAI via SWATOW, { "SHOSHU MARU" } AMOY and FOOCHOW	Capt. M. Nemoto	WEDNESDAY, 4th Mar., at 10 A.M.
* ANPING via SWATOW { "FUKUSHU MARU" } and AMOY	Capt. T. Ito	THURSDAY, 5th Mar., at Daylight.
* TAMSUI via SWATOW { "JOSHIN MARU" } and AMOY	Capt. H. S. Smith	SUNDAY, 8th Mar., at 9 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 3rd March, 1908.

T. ARIMA, Manager.

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HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
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FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GOEBEN" Capt. B. WILHELM	Wedday, 11th Mar., at Noon.

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Hongkong, 29th February, 1908.

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TJULATJAP	JAVA	Second half of March	JAVA PORTS	Second half of March
TJIPANAS	JAPAN	Second half of March	JAVA PORTS	Second half of March
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VICTORIA, B.C., and SEATTLE, WASH.	IYO MARU, Tons 6320, Capt. Wm. Thompson	TUESDAY, 17th March, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	YAWATA MARU, Tons 3818, Capt. K. Homma, NIKKO MARU, Tons 5538, Capt. T. L. Harrison	FRIDAY, 20th March, at Noon, FRIDAY, 17th April, at Noon.
SHANGHAI and KOBE	TAKASAKI MARU, Tons 4746, Capt. A. Mooker	WEDNESDAY, 4th March.
BOMBAY via SINGAPORE, PEN- ANG, MADRAS and COLOMBO	MOYORI MARU, Tons 3773, Capt. J. Hands	FRIDAY, 6th March.
KOBE and YOKOHAMA	INAGA MARU, Tons 6183, Capt. Wm. Thompson	SATURDAY, 7th March, at Daylight.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Tons 5539, Capt. T. Harrison	WEDNESDAY, 18th March, at Noon.

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Hongkong, 4th March, 1908.

T. KUSUMOTO,

MANAGER.

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INDO-CHINA STEAM NAV. CO. LD.

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MANILA	"YUNSHING"	Friday, 6th Mar., 4 P.M.
SHANGHAI via SWATOW	"TUNGSHING"	Sunday, 8th Mar., Daylight.
SHANGHAI, YOKOHAMA, KOBE, MOI	"FOOKSANG"	Friday, 13th Mar., 4 P.M.
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GENERAL MANAGERS.

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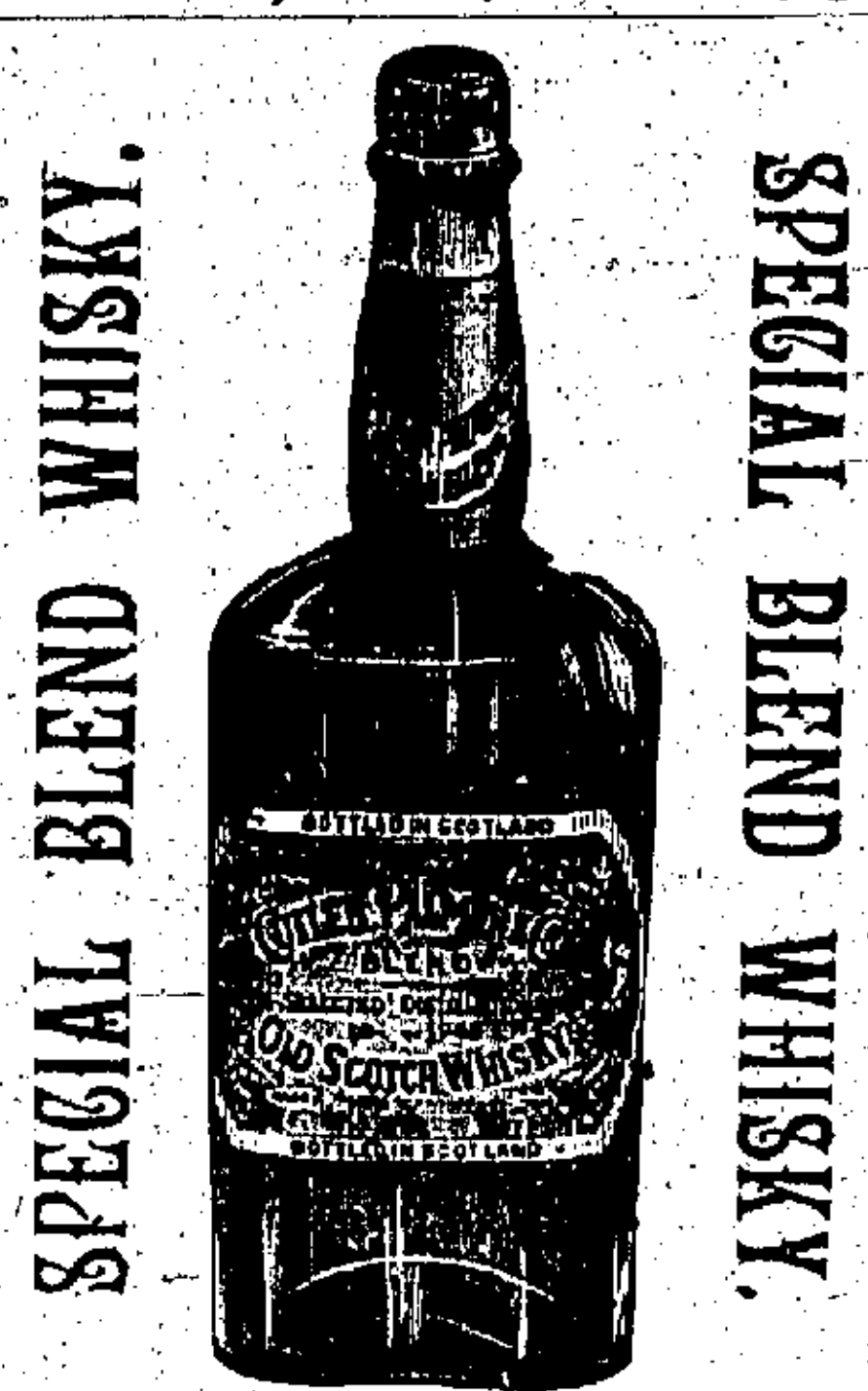
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WHY NOT RE-MONETISE SILVER?

The present is a currency crisis, a money famine. Trade generally has been good and expanding, and the yearly reviews of the markets for all commodities speak of the fall in prices as a "bolt from the blue." To the student of currency the only really surprising circumstance of this credit avalanche is the boom in values at the beginning of the year. The truth ending the tale of 1907 is that there is not enough cash to do the world's business.

In a panic year London bankers' clearing actually show an increase of 19 millions on a total clearance of 12,370 millions! And all this immense mass of finance revolves on a gold reserve of 20 millions! It is plain there is too much paper and not enough solid cash used in commerce. And the news comes that the United States proposes to regain its financial equilibrium by the creation of still more paper! How fantastic!

In most criticisms of the present monetary position the increase of speculation is blamed for the hold-up of the world's finance, as though all trade and commerce is not chiefly speculative. The fact stands that while trade and speculation have increased rapidly through the evolution of civilisation, cash money, in proportion has grown slowly. The old simile of the inverted pyramid comes to mind appropriately. The superstructure of credit has grown vertically and laterally, while the basis of cash has merely slightly swollen.

Mr. W. B. Ridgely, the United States Comptroller of Currency, proposes a central bank to hold the banking reserves. That is merely appointing a policeman to watch the existing banks. Besides, where are the reserves? There are practically none in the States to-day; if there were, cash payments would not be suspended. All that the present and future need is the United States banks to keep the wolf from the door. Spandan and Cronstadt will not yield up their billion treasure to the Yankees, nor will the great Bank of France, the grandest bank of them all, quietly part with its gold to help to save a smart business community who were in 1873 so eager to scrap silver and in 1878 so sorry for that error. And even Lord Goschen's proposed silver notes will not remove the *impasse*, for after all they would be mere paper, and the Central Bank has first to recover the 125,000,000 cms. of silver Washington held in 1894, when the Sherman Act was stupidly repealed. Those Brooklyn savings banks which snapped like Tom Smith's crackers last October would have been glad of some of that silver. No, the Yankees, like everybody else, want hard cash, metal, specie, and want it badly.

In a panic people want money, not promises to pay. In 1893 Australia found out, and proved that tenacity. Most of the big Australian banks had no right to close and stop payment. The country's isolation from Europe prevented gold arriving quickly enough, and before their reserves of bullion vanished the banks took the heroic step of going into reconstruction, which was after all a temporary moratorium. The Australian banks are stronger now than any group of private banks in the world. Why? Because they held gold, the standard of value, to a needless extent, still money and as reserves. It means loss of banking profits, and in the scales these ought always to be outweighed by prudence.

The world demands more cash in its marts, for it can always and easily create credit. It has to dig up cash, and that takes some time and some luck, and when the gold is slowly and laboriously unearthed, those inveterate hoarders, the warlike nations, annex and secrete the bulk of it. Why not, then, re-monetise silver? It makes just as good money as gold. After all, they are both mere tokens when coined. Nothing, the nations have decreed that the one shall be a standard of value and the other a commodity like wheat and iron.

In 1873 Ernest Seyd predicted that the demoralisation of silver would seriously affect the commerce of the world. And it has done so, and will continue to do so until the nations double their supplies of cash by re-monetising silver. Monometallism is a luxury for the great civilised nations. For the semi-civilised, which are always debtor nations, monometallism is a disease checking production and strangling advance. The semi-civilised nations were forced to follow the lead of the civilised, and at a tremendous cost, to literally chuck silver aside at the behest and for the owners of money, the monetary kings of finance whose interest it is to see currency scarce to make money dear.

To all primary producers of raw material, wheat, wool, metals, &c., the casting out of silver as money doubled value of gold. Wheat and silver both fell in value by one-half directly silver was divorced from gold as an equal legal tender. In the United States the Bland Sherman law to re-monetise silver as money failed, and that country is suffering from an acute money famine, which can only be relieved by making more cash. The 15 millions sterling of gold recently imported into New York is a pit thrown in a whirlpool. The United States claim a population of 88,000,000, and deducting six million Filipinos, not yet conquered nor enfranchised, 80 million people try to carry on a colossal trade on 296 millions sterling of gold under imperfect and out-of-date banking and currency systems. France with half the population, has 212 millions of gold and 85 millions of silver, and France is immune from panics.

The real remedy for the present money stringency lies close at hand. In 1894 it was estimated the coined gold and silver in use amounted to 800 millions of pounds sterling, and the coined silver to the same figure, while the total indebtedness of the world due by nations and individuals was 10,000 millions sterling. Deciding 80 millions of silver, which constituted half the money basis on which the huge debt rested, doubled that debt's value and power of action in the way of interest.

To follow the career of silver, it is interesting to note that in the ten years ended 1906 the world's production of gold was 639 millions sterling, and of silver 534 millions. The British mints in London, Sydney, Melbourne, and Perth coined 182 millions of gold and only 11 millions of silver. Britain's trade rivals got the balance of the gold, and the civilised nations' Oriental enemies sucked up the rest of the silver.

If all the 534 millions of silver output in the last ten years had been coined and put to use as a medium of exchange, there would be no money stringency to-day, and £100 Consoles would have been touched £20! If it had not been for the increase in gold production from 40 to 85 millions sterling since 1880, the phenomenal trade expansion would not have been possible. It would simply have been throttled from lack of cash, otherwise known as gold. Without the increase in gold, thanks to South Africa and Western Australia, there would have been a permanent 7 per cent bank rate, with its sequential stranglehold on trade and manufactures.

National prosperity depends on a plentiful currency. Money, real money, is scarce to-day, so paper stocks and shares are down and going lower. If real money had been abundant all through 1907 there would have been no shrinkage of 342 millions in 387 leading stocks.

Whatever happens henceforth, bankers will have to keep more gold, and this means lessened banking profits. If silver were melted with gold as a legal reserve, the position it held for 2,000 years before 1873, bankers would regain those diminished profits by the increase of business in a few years, and bank managers would sleep more soundly because their reserves of coin would be doubled. It is considered heterodox and fallacious to say that the more civilised we grow and the larger our transactions the more coin we require. The "one-standard school" has always preached the principle that growth of credit makes for growth of confidence, and time and again this teaching has been proved wrong. The error in the reasoning is that panic alternatives, and always will alternate, with confidence, and it is for times of panic bankers that economists should prepare.

Dear money hurts enterprise and is only beneficial to a few. Cheap money and plenty of it means high prices and brisk trade, both good for the multitude. Since 1873 approximately 1,300 million pounds worth of gold has been produced, and 750 million pounds worth of silver. Why should not most of that silver have been put into money? And why should it not be attracted from its hiding places by expiating the world's greatest financial crime and declaring silver a proper legal support for all credit operations?—George D. Mitchell in the *Magazine of Commerce*.

THE TRANSVAAL ASIATICS.

AGREEMENT BETWEEN ALL PARTIES.

Johannesburg, January 30th. As the result of protracted negotiations between the two political parties, a settlement of the Asiatic problem was concluded this evening. Mr. Gertzel, president of the day, with Mr. Smuts, while the other members of the Executive and the leaders of the Progressives conferred in Johannesburg, keeping in constant touch with Mr. Smuts.

The leaders of the Asiatics finally wrote to Mr. Smuts that their opposition was never directed so much against the taking of fingerprints as against the element of compulsion. They therefore repeated their offer of voluntary registration if the Registration Act were repealed. At the same time, they recognized the impossibility of repealing the Act during the recess, and they noted Mr. Smuts's repeated declaration as to the improbability of its repeal. They pointed out, however, that the period within which registration was to take place under the Act had expired, and therefore registration must now necessarily be voluntary. They respectfully suggested that Asiatics be allowed to register within the next three months, those desiring registering being freed from the penalties imposed by the Act, and the Government meanwhile taking the necessary steps to legalize such registration, this arrangement to apply also to Asiatics outside the Colony who were legally entitled to return.

The signatories had no objection to the requirements of the Act being observed as far as possible, provided the officials did not demand information the furnishing of which offended religious susceptibilities and received discretion to dispense with fingerprints in the cases of educated persons, property owners, or otherwise could be identified. The signatories assumed that the acceptance of their suggestions would mean the suspension of prosecutions and punishments during the period named, they undertaking on their part to induce their compatriots to register and to withdraw their countenances from those who neglected or refused to register, or who were not entitled to do so.

In conclusion, the signatories declared that they were most anxious to prove their loyalty, and that they were willing to adopt the course indicated to and the present difficulty in a way which would neither involve any violation of conscience nor the infliction of any stigma.

The letter is signed by Mr. Gandhi and other Asiatic leaders. Mr. Smuts, in his reply, said that he appreciated the step taken in response to his public declaration that if the Asiatics volunteered to register in a body an opportunity would be given them to do so. The Government could only accept registration in a form similar to that prescribed by the Act, subject to the slight alterations which the signatories of the letter to him had mentioned, and he promised to lay the matter before Parliament. In the meantime, the penalties provided by the Act would not be enforced against those who registered, the Government accepting the assurances of the leaders that they would make the registration effective.

The Government has telegraphed to Lord Elgin the basis of the agreement, at the same time informing the Colonial Secretary that the sentences on all Asiatics now imprisoned under the Act will be remitted tomorrow. This course was agreed to by both political parties.

UNDER-WATER GUNNERY.

CURIOUS RESULT OF THE "HERO" EXPERIMENTS.

A curious gunnery test, to form a sequel to the experiments to which the old battleship *Hero* was subjected last November, is to be undertaken by the officials of the Portsmouth Gunpowder School, in H.M.S. *Revenge*.

After four bombardments the *Hero* sank, but the examination of the interior of the ship, as she rested on the sands of the Kentish Knock, failed to reveal to the gunnery experts of the Channel Fleet and First Cruiser Squadron the reason for her sinking. All the visible damage was confined to the part of the ship above the water-line, and since no armour-piercing projectiles were used, all which struck the belt itself splintered harmlessly.

The probable explanation of the sinking of the ship, which has given rise to the *Revenge* trials, is as follows:—One of the high explosive shells fell some distance short of the ship, descended under the water a few feet, and struck the *Hero* in the most vulnerable part—below the edge of the water-line armour—the effect of which would be much the same as that of a torpedo.

It is possible that, as a result of the *Revenge* experiments, this method of attack will be developed. The *Revenge* is to fire a target which descends some distance below the surface of the water, and the guns will be aimed at various points short of the target in order to discover what allowance should be made for deflection. It has always been held that a shell went some distance below the water before rising for the ricochet, but before the *Hero* trials no one ever thought of applying this circumstance to the conditions of battle.

Most of the gunnery people are still sceptical, but the *Revenge* experiments should finally settle the question.

AN EXCITING BALLOON ADVENTURE.

The Hon. Mrs. Assheton, Harbord, who left Battersea in a balloon on January 31st in an attempt to win the Northcliffe Challenge Cup, has given the following detailed account of her voyage:—

"I left Battersea Gasworks in my balloon, the *Valkyrie*, 80,000 cubic feet, at 9.45 on Friday night, January 31, to make an attempt to win the Northcliffe Challenge Cup for the longest distance travelled during the present year. Mr. J. F. Pollock accompanied me as pilot, this being his seventh crossing and my third. We had considerable difficulty in getting away owing to the high wind that prevailed, but taking advantage of a momentary lull, we cleared a very high gasometer and went straight up to a height of 2,500 ft. We took with us 17 45lb. bags of ballast, four of which we used in the first three-quarters of an hour. At 10.30 the *Valkyrie* encountered a violent gale which caused the car to sway to such an extent that we had to hold on to avoid being thrown out. We sighted the coast at 10 minutes to 11 and left it at 11.7, an hour and 20 minutes from the time of starting from Battersea. We were then at a height of 3,700 ft. The night was very dark, but we gathered from the head of the coast that we were leaving the land to the right of Dunquerque. In the middle of the Channel we could see the revolving lights on both coasts, and recognizing Boulogne we concluded that we were passing over the French coast near Le Touquet, which, we afterwards found to be correct. We sighted the land at 11.20 and reached the coast at two minutes to 12 at a height of 3,700 ft., the crossing having taken 51 minutes. The sea crossing was the roughest and the most uneventful part of the voyage, for at 1.30 we experienced strong vertical currents which made the balloon shoot up very rapidly, and when it encountered a downward vertical current it fell with great speed, making a continuous discharge of ballast necessary. There was a good deal of sheet lightning and the atmospheric conditions were very curious. The car hoop and neck of the balloon seemed illuminated as if by electric light, which, I rubbed it, made my gloves glow slightly. At 2 o'clock we encountered a terrific snow storm, which covered us and half-filled the balloon, which was considerably affected by the extra weight thus thrown upon it. Subsequently we again found ourselves rising very rapidly, and after attaining an altitude of 8,000 feet we discovered that we were falling equally rapidly. The discharge of five bags of ballast in four minutes had no effect in checking the descent, and suddenly at a height of 1,800 ft. the bottom of the car crashed down on something, its contents flying in all directions, and everything it touched was found, giving the car very violent jerks. We were dashing along at a terrific speed, and the night was so dark that I could scarcely distinguish Mr. Pollock, the roaring of the wind combined with the heavy snow making us extremely anxious, as the last bag of ballast had not the slightest effect on the balloon, and having only three bags left, we realized there was no alternative but to make a descent and chance were we should land, as we were completely enveloped in darkness. So Mr. Pollock opened the valve while I crouched low down in the car, feeling rather thrilled at what might happen. Down we crashed with great force straight into some trees. Mr. Pollock ripped at once, but the wind carried us up again, and down we came with the basket overturned. Mr. Pollock shouted out, 'Are you in?' and I called back, 'Yes, for I was holding on for all I knew, the violent encounters with the trees making it very difficult to avoid not being thrown out. At last a tree caught the envelope, causing a large tear, which, combined with the up-brought us to a standstill. After we had collected our senses we got out and found we were in a dense forest, far away from any habitation. There was nothing for it but to wait till dawn, and conjecture what country we had descended in. At about 6 it became light, so we started off to get out of the forest, and after half an hour's walking we found ourselves on a main road, along which we walked for an hour. At last we discovered a man cutting trees, whom we hailed, and discovered from him we had descended in the department of the Meuse near the small village of Handoumont. We made him walk back with us to show him where we had descended, and he promised to return with a cart, which he did in three hours. In the meantime we had been discovered by more wood-cutters, who set to work to help us, and with their assistance we packed up the balloon. The envelope being high above us on the trees it was with much difficulty we got it down, and also the trail rope, which was stretched far away on the tree tops. We also had to collect various pieces of the balloon envelope, which we discovered hanging from branches of the trees, and which we found to be a piece of the balloon which had been torn off. Unluckily we smashed all our instruments: the first crash quite settling the state of the drive. The drive of ten kilometres to Verdun took eight hours, as the horse went at a snail's pace, and a remarkably cold drive it was in a bitterly cold wind. If we could possibly have weathered the storm we could have had a tremendously long run, but there was no alternative for us under the circumstances but to descend. A great deal was due to Mr. Pollock for his presence of mind and quick action when every minute was of the utmost importance for it takes a good deal of nerve to make a descent in a pitch dark night without the faintest idea of what one will land on. It was a thrilling experience, and though the distance accomplished will, no doubt, soon be beaten, it was a very sporting run and one always to be remembered."

TALKS WITH THE DEAD.

SIR OLIVER LODGE'S HATRED.

The boundary between the two states—the present and the future—is still substantial, but it is wearing thin in places; and like excavators engaged in boring a tunnel from opposite ends, amid the roar of water and other noises, we are beginning to hear now and again the strokes of the pickaxes of our comrades on the other side."

In the above sentences Sir Oliver Lodge, the principal of Birmingham University, in a paper on "Anomalous and Possession," read before the Society for Psychical Research, summed up some remarkable investigations, in which communication is claimed to have been established between the dead and the living.

The automatists, as Sir Oliver called them, through whom these results were obtained are Mrs. Piper, whose fame, he said, had spread into all lands, and Mrs. Verrall, whom he described as "one of the sanest and soundest of investigators, endowed with some power of acting as a translator or interpreter between the physical and the physical worlds."

"There are also," he added, "other ladies to some extent concerned in the recent phenomena (Mrs. Thompson, Mrs. Holland, and Mrs. Forbes), who are likewise above any suspicion of duplicity."

"We find," Sir Oliver continued, in describing the results of the investigations, "the late Edmund Gurney and the late Richard Hodgson and the late F. W. H. Myers, with some other less known names constantly purporting to communicate with the express purpose of partially proving their identity, and giving us cross-correspondence between different mediums."

"We also find them answering specific questions in a manner characteristic of their known personalities, and giving evidence of knowledge appropriate to them."

"Not easily or early do we make this admission. In spite of long conversations with what purports to be the surviving intelligence of these friends and investigators, we were by no means convinced of their identity by mere general conversation."

"This was even when of a friendly and intimate character, such as in normal cases would be considered simply and overwhelmingly sufficient for the identification of friends speaking, let us say, through a telephone or a typewriter."

"We required definite and crucial proof—proof difficult even to imagine, as well as difficult to supply."

"The ostensible communicators realise the need of such proof just as fully as we do, and have done their best to satisfy the rational demand."

"Some of us think they have succeeded. Others are still doubtful."

"I am one of those who, though they would like to see further and still stronger and more continued proofs, are of opinion that a good case has been made out, and that, as the best working hypothesis at the present time, it is legitimate to grant that lucid moments of intercourse with deceased persons may in the best cases supervene amid a mass of supplementary material."

"We expect to be received with incredulity. When we try to answer the reception by old but developing methods of carefully constructed evidence of identity, more exact and more nearly complete than perhaps ever before."

"There has been distinct co-operation between those on the material side and those on the immaterial side."

"We are at liberty—not, indeed, to announce any definite conclusion—but to adopt, as a working hypothesis, the ancient doctrine of a possible intercourse of intelligences between the material and some other, perhaps ethereal, order of existence."

"Some people have expected or hoped to communicate with Mars; it appears likely that communication may some day come with less removed and, indeed, less hypothetical dwellers in (or perhaps not in) the realm of space."

Sir Oliver Lodge proceeded to state what sort of evidence he and the investigators demanded.

"We discount the witness of anything that is in our own minds, or, as some think, in the mind of any living person," he said.

"Thus is the difficulty of incontrovertible proof enormously increased."

"How then can we ever by any means hope to prove identity? I reply—

(a) By cross-correspondence.

(b) By information or criteria new to the world."

"I claim that recently we have begun to get something of both these tests."

"Cross-correspondence—that is the reception of part of a message through one medium and part through another, neither portion separately being understood by either—is good evidence of one intelligence dominating both automatists."

"If the message is characteristic of some one particular deceased person, and is received by people to whom we are entirely unknown, then it is fair proof of the continued intellectual activity of that personality."

"If, further, we get from him a piece of literary criticism which is eminently in his vein and has not occurred to ordinary people, not to either of his mediums, and not even to the literary world, but which is appreciated as sound as well as characteristic criticism, showing a familiar and wide knowledge of many ages and unifying it in some definite way—then I say the proof, already striking, is tending to become crucial."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 4th, at 11.55 a.m., the barometer has fallen considerably over S.W. Japan and the Loochoos, owing to the depression which is now moving Eastwards to the south of Kinsai. Pressure has increased considerably to moderately over N.E. Japan and Central China respectively. It has fallen slightly on the S. coast of China, a low pressure trough remaining off the coast.

Pressure is high over N.E. Japan and Central China. Gradients are rather steep and strong monsoon is expected to set in again in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.35 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N to N.E. winds, strong; rainy.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamook	Same as No. 1.
South coast of China between Lamook and Hainan	Same as No. 2.

MARTELL'S BRANDY.

RECOGNIZED AS THE STANDARD COGNAC THROUGHOUT THE WORLD.

Highly Recommended by the Medical Faculty.

ONE STAR	Per Dozen	\$28.00
THREE STARS		\$28.00
V. S. O. P. LIQUEUR		\$40.00
V. V. S. O. P.		\$40.00

SOLE AGENTS:—

H. PRICE & CO. LTD.

TELEPHONE No. 135.

WINE, SPIRIT & CIGAR MERCHANTS.

12, QUEEN'S ROAD CENTRAL.

Hongkong, 3rd March, 1908.

CHAMBER OF SHIPPING OFF THE UNITED KINGDOM.

The report of the council of the Chamber for 1907, which was to be submitted to the annual meeting on February 14 at the Cannon-street Hotel, is a long document, dealing with a variety of subjects interesting of shipowners.

The council, as usual, kept a careful watch on the bills introduced into Parliament during last Session through the Parliamentary committee. The most important of these measures was the Merchant Shipping (Tonnage Deduction for Propelling Power) Bill, which received the Royal Assent on August 28 last. The council hope that this troublesome question of tonnage measurement has thus been settled "for, at all events, some years to come."

Another important Bill was one for limiting the liability of owners of lighters and barges for loss of life, damage to goods, &c., in the same way as that of shipowners is limited. The Bill passed the House of Commons two days in the Session to be pressed forward. Among other public Bills upon which the executive of the Parliamentary committee found it necessary to keep watch during the Session were Mr. John Taylor's Engines and Boilers (Parsons in Charge) Bill, Sir Howard Vincent's Merchant Seamen's Wages Bill, and Mr. Ernest Lamb's Wages Boards Bill. All these Bills were, however, eventually dropped by their promoters; and the council are, therefore, glad to be able to report that the Parliamentary Session of 1907 ended without any public Bill which is detrimental to the interests of British shipowners as a body having received the Royal Assent."

As the result of a conference between Mr. Lloyd-George and various bodies interested in shipping, an advisory committee was appointed by the Board of Trade last year to advise it in making rules and regulations affecting merchant shipping which was satisfactory to all concerned. Of this committee Mr. Norman Hill, a member of the Shipowners' Parliamentary Committee, was made chairman.

The Parliamentary Committee has recently been making strong representations to the Colonial Office and to the Board of Trade with a view to induce these Departments to maintain with respect to both Australian and New Zealand legislation the important principle that when British vessels had complied with the provisions of the Imperial Merchant Shipping Act, 1894 (and any subsequent Acts which might be passed amending that Act), such vessels should thereafter be exempted from any additional provisions contained in any Merchant Shipping Acts passed by Colonial Legislatures.

At a meeting held at March and April, 1907, a conference composed of representatives of the United Kingdom, Australia, and New Zealand met in London with the object of obtaining as much uniformity as was possible in Imperial and colonial merchant shipping legislation. The result was very disappointing; the council say:—

"It became obvious at a very early stage in the proceedings that it was idle to settle with the colonial delegates standards applicable to all British shipping in all parts of the Empire. The delegates from the colonies, and in particular the majority of the delegates from Australia, were determined to maintain jurisdiction over shipping in their ports, whether such shipping belonged to the United Kingdom or to other nations; and in regard to such shipping to lay down such standards as they thought advisable."

The colonial delegates, and in particular the majority of the delegates from Australian Commonwealth, would listen to no arguments based on more business considerations, nor on the compelling force of economic competition, and they were ready, if necessary, to face the loss or diversion of trade rather than forego in any way their right to regulate trade in what they believed to be the best interests of the inhabitants of the colonies. It was, therefore, obvious to the shipowners' representatives at the conference that if any practical results were to be obtained from it they must be by limiting colonial jurisdiction and securing, so far as possible, the acceptance of Imperial certificates for vessels within colonial jurisdiction."

A private meeting to consider the Australian Navigation Bill was held at the Board of Trade on November 21 last, at which Mr. Edward Pembroke, Mr. H. P. Ferriss, Mr. J. J. Dunlop, and Mr. Norman Hill were present as the representatives of British shipowners, together with officials of the Board of Trade and the Colonial Office. At this meeting the provisions of the "Australian Navigation Bill 1907," were considered, and, after a careful examination of the measure, it was arranged that his Majesty's Government should communicate by cable with the Government of the Commonwealth of Australia drawing their attention to the principal points upon which the bill appeared to be in conflict with the resolutions agreed to at the Colonial Merchant Shipping Conference, 1907, and further that this cable should be followed up by a despatch dealing in detail with the objections to the Bill as introduced. The council trust that these efforts of his Majesty's Government may lead to an alteration of the more objectionable features of the "Australian Navigation Bill, 1907."

The council appointed a sub-committee in June last to consider the question of the Port of London. The sub-committee formed of a scheme, which was approved by the council, the general principle of which was thus stated:—

"In the opinion of the executive council of the Chamber of Shipping of the United Kingdom it is of primary importance that the practical control of matters connected with the Port of London should be left in the hands of the commercial community, with the addition of such representatives of Government Departments as the Board of Trade indicate." The council presented their views to Mr. Lloyd-George on July 5 last.

British shipowners have for some time been dissatisfied with the composition of the London committee of the Suez Canal Company. The

PERFECT CURE OF SEVERE ECZEMA

Disease Had Lasted Over Two Years—Several Remedies and Medical Advice Proved to No Advantage—Feared He Would Lose Position—Immediately Relieved and Permanently Cured by Use of

ONE COMPLETE SET OF CUTICURA REMEDIES

"I had eczema for over two years on my body and neck. I had tried several remedies and also had private medical advice, all to no advantage. This was a source of great worry to me, being in a business where I have to handle food and my trouble, if known, might have meant the loss of my berth. When I was advised to try the Cuticura Remedies, I did so, and I am very thankful to say the eczema began to get better at once and before I had used one set, comprising Cuticura Soap, Cuticura Ointment, and Cuticura Resolvent Pills, my skin was quite clear of eczema. It is now clear and smooth since I tried the Cuticura Remedies, and I have had no return of the complaint, so I think that Cuticura has the right to the credit of curing me. W. Jennings, 100, Hill View Road, Northcote Road, Clapham Junction, Dec. 13, 1906."

ITCHING RASH

Kept Little Girl Awake. She Scratched Until Blood Came. Cured by Cuticura Remedies.

"Some time ago my little girl suffered from an itching rash on her back and legs. It was bad, both night and day, but worse at night. When warm in bed, she could not rest for she used to scratch until blood came. She was about two years old when I tried Cuticura Soap and Cuticura Ointment. One cake of Cuticura Soap and half a box of Cuticura Ointment cured her all right. She is four years old now, and quite well. Mrs. Annie Graham, Robinson Cottages, High Street, near Worthington, Cumberland, Dec. 10, '06."

The council has been corresponding with the Foreign Office and the Board of Trade on the subject, and their representations are being taken into consideration. The council has furnished evidence in support of its case before the Royal Commission on Shipping Hugs and the Departmental Committee appointed to investigate the question of a national indemnity in time of war of the nation's property at sea."

These and various other matters will be discussed at the annual meeting.

ASIA AND WHITE WORLD.

The *Daily Chronicle* says:—

We hope very much that there is substance in the reports now current in the Transvaal about a compromise in the matter of the registration of Asiatics. If General Botha asserts what he says, the exclusion of the Asiatics in the future will be necessary from the Colonial point of view. There is a great deal in that point of view with which we strongly sympathize; but materially it is an unworkable necessity, and it is a great pity that it should be accompanied by harshness towards the Indians already in the country, which adds not unreasonably to the indignation felt at the whole policy of exclusion. There is a very able article in the "Fortnightly" on the general aspects of this larger question. The white world is setting in spontaneous concert to exclude the Asiatics. In the policy of this country towards Chinese labour, in that of the Transvaal towards the Indians, in the race riots in the United States and Canada against the Japanese, in the restrictive laws of the Australian Commonwealth, the same spirit of exclusion may be seen. What asks "Victor" in the "Fortnightly" and he is a traveller who thinks, "If some day this spirit and policy should create the political unity of India and the fighting unity of Asia?" The white world is throwing its back upon itself while at the same time claiming open doors and equal treatment for itself in Asiatic lands. What if some day Asia should have a common mind, and give effect to it by combined action, upon what might seem to her a monstrous situation? Such question will be dismissed, perhaps, for the future to look after; but meanwhile the question of restriction in relation to British India is one for politicians of to-day to consider. India needs outlets for her surplus population, and her colonising energy. Where is she to find it, if every door into the white world is to be closed to her? Mr. Churchill has been thinking on the question during his visit to East Africa, and his speech at the National Liberal Club contained a suggestion which is creative and has vista. Why not carve out a Colonial Empire for India in those parts of Africa which can never belong in the way of settlement to the white world? We agree with "Victor" that "the creation of a brown man's country in British East Africa would strengthen our moral and strategical hold upon India itself."

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not enclosed for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th St. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

OSAKA SHOSEN KAISHA,
HONGKONG OFFICE.

NOTICE IS HEREBY GIVEN that the Undersigned has To-day resumed Charge of This Office.

T. ARIMA,
Manager.

Hongkong, 5th March, 1908.

AGRADECIMIENTO.

O CONSELHEIRO CONSUL GERAL DE PORTUGAL e a Comissao das Escolas celebradas no dia 29 de Fevereiro ultimo, sufragando as almas de S. M. El Rei D. CARLOS I e de S. A. o Principe Real, vem por este meio agradecer profundamente a todos que se dignaram assistir a quella acto religioso. Hongkong, 4 de Março de 1908.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"BELGRAVIA".
Capt. Hildebrandt, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, obafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 3 p.m. No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 4th March, 1908.

CLEARANCE SALE.

WE are holding a Cheap Sale to Clear part of our old stock, for 14 days only, from 4th to 19th March, comprising:—
Glass-ware, Crockery, Enamel, Electro Plated Ware, Marble Clocks, Iron and Brass Bedsteads, Counterpanes, Down Quilts, Carpets, Door Mats, Soaps, Table Cloths, &c. &c., must be sold to make room for new and complete stock.

Reduction on above mentioned Goods, of 25 per cent. cash on delivery.

A. TACK & CO.,
26, Des Vaux Road, Hongkong.

Hongkong, 4th March, 1908.

IF YOU REQUIRE
ARTISTIC PICTORIAL POSTCARDS
POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS,
Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS
in Bags, Packets, Sets, &c. &c.
AND
All other Philatelic Goods

CALL AT—
GRACA & CO.,
Hongkong Hotel Corridor.

Hongkong, 1st January, 1908.

CHI WO & CO.
LINE OF STEAMERS.
HONGKONG-MACAO LINE.

THE Company's New Steamship

"HOIMING,"
Captain Evans

Departures from Hongkong to Macao on week days at 9 a.m. from Ping On New Wharf and from Macao at 2 p.m.

EXCURSIONS TO MACAO
Every SUNDAY from Hongkong at 9 a.m. and from Macao at 5 p.m.

Hongkong, 10th February, 1908.

NOW READY.

MAIL TABLES
FOR 1908.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

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Hongkong, 17th January, 1908.

ON SALE.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR

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FROM 1ST JANUARY, 1864 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 78TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 38TH YEAR OF KWONG SUI.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

INTIMATIONS

WANTED.

A First-class SHORTHAND REPORTER
Permanent position and Good Salary to Suitable Man.
Apply to—
"BOX 223" Office.
Hongkong, 3rd March, 1908.

NOTICE.

HOSAIN-ALI & CO. beg to inform their Customers and the Public that—

REAL
CLEARANCE SALE

at Cash Lowest Prices
will be held in their Establishment from the 2nd to 14th March.

Inspection is cordially invited.

HOSAIN-ALI & CO.,
25, Queen's Road Central,
Under Hongkong Hotel.

Hongkong, 2nd March, 1908.

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT,"
2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907.

DAVID CORSAE & SON'S
MERCHANT NAVY
NAVY BOILER
LONG FLAY
RELIANCE (ROWN
TARPAULING

ARNHOLD KARBBERG & CO
Sole Agents.

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STORAGE.

For Coal, Timber, &c.

TO BE LET, a Portion of MARINE LOT
No. 285 at NORTH POINT, Suitable
for above Purpose. EXTENSIVE WATER
FRONT. DEEP WATER.

Also FOR SALE,
Portions of MARINE LOTS Nos. 31 & 36
PRAYA EAST. Approximate AREA
43,000 SQUARE FT. 399 YEARS' LEASE.

For Particulars, apply—
GEO. FENWICK & CO., LTD.,
Hongkong, 8th June, 1906.

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COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 a.m. and 4 p.m. daily, Sunday
excepted, to receive and deliver perishable goods.

W. P. FARLANE, Manager.

Hongkong 18th November, 1901.

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DIRECT AND CHRONICLE
FOR 1908
IS
NOW ON SALE.

Copies may be obtained at the "HONGKONG
DAILY PRESS" Office or from Booksellers
throughout the Far East.

Hongkong, 15th February, 1908.

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SANG MOW.
RATTAN AND GRASS
FURNITURE MAKER.

CHAIRS, TABLES, SETTEES &
LONG CHAIRS.

BAMBOO BLINDS, MATTINGS
in all colours on Sale.

All Orders receive prompt attention.
45, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, 20th February, 1908.

401

MITSU BISHI DOCKYARD
AND ENGINE WORKS.
YAGASAKI.

CODE WORD: "DOCK"

A. A. B. C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet
Length on Blocks... 714 "

Width of Entrance on Top... 961 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide... 244 "

DOCK No. 1.

Extreme Length... 523 feet
Length on Blocks... 518 "

Width of Entrance on Top... 961 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide... 244 "

DOCK No. 2.

Extreme Length... 573 feet
Length on Blocks... 568 "

Width of Entrance on Top... 961 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide... 244 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS, and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL
always kept on hand.

The COMPANY has the powerful steam
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear always ready
for service.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
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Mails; also Table of the Yearly
Approximate Averages for 33 Years
FROM 1874 to 1906.

Price: \$2 Cash. On sale at the "DAILY
PRESS" Office, or Local Booksellers.

796

NOTICES OF FIRMS

THE CENTRAL INSURANCE CO., LD.
OF LONDON.

THE Undersigned, having taken over the
AGENCY of the above Company, are
prepared to accept risks against Fire at current
rates.

ALEX. ROSS & CO.,
Agents.

Hongkong, 4th March, 1908.

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NOTICE.

MR. ALEXANDER MUELLER having
left China on the 26th ulto, ceased to
sign our Firm for procuration on that date.

We have this day authorized Mr. HEIN-
RICH LUDWIG MUELLER of Hongkong,
and Mr. LUDWIG FRIEDRICH NUDOLF
LEISSING of Canton to Sign our Firm's
name per Procuration.

SIEMSEN & CO.,
Hongkong & Canton, 1st March, 1908.

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PUBLIC COMPANIES

THE CHINA FIRE INSURANCE CO.
LIMITED.

THE THIRTY-NINTH MEETING of
Shareholders in the Company will be held
at the Company's Office, No. 3, Queen's Road
Central, Victoria, THIS DAY (THURSDAY),
the 5th March, 1908, at 12 o'clock Noon,
for the purpose of receiving a Statement of
Accounts and the Report of the Directors for
the year ending 31st December, 1907.

The TRANSFER BOOKS of the Company
will be CLOSED from 20th February to 5th
March, both days inclusive.

By Order,
GEO. L. TOMLIN,
Secretary.

Hongkong, 5th March, 1908.

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THE HONGKONG MILLING CO.
LIMITED.

THE THIRTY-THIRD ORDINARY GENERAL
MEETING of Shareholders will be held
at the Company's Office, King's Buildings, at
12 o'clock Noon on SATURDAY, the 7th
March, for the purpose of receiving the Report
of the Directors and the Statement of Accounts
for the 31st December, 1907.

A. H. RENNIE & CO.,
General Managers.

Hongkong, 21st February, 1908.

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HONGKONG FIRE INSURANCE CO.
LIMITED.

THE THIRTY-NINTH ORDINARY
MEETING of Shareholders will be
held at the Office of the Undersigned at
12.30 P.M. on TUESDAY, the 10th March.
The TRANSFER BOOKS of the Company
will be CLOSED from the 25th February to
the 10th March, both days inclusive.

JARDINE, MATHESON & CO., LD.
General Managers.

HONGKONG FIRE INSURANCE CO., LTD.
Hongkong, 18th February, 1908.

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THE HONGKONG AND KOWLOON
WHARF AND GODOWN CO., LD.

NOTICE TO SHAREHOLDERS.

THE Twenty First ORDINARY
ANNUAL MEETING of Share-
holders will be held in the CITY HALL, on
SATURDAY, the 14th March at 12.30 P.M.,
for the purpose of receiving the Report of the
Directors and the Statement of Accounts for
the year ending 31st December, 1907.

The TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 14th
March, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 3rd March, 1908.

470

THE CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

LOST.

FIVE CERTIFICATES of 100 Shares
each standing in the Register of this
Company in the name of CHOY SUN have
been LOST.

Scrip No. 1891—60/01/60100—100 Shares
" " 1892—60/01/60200—100 "

" " 1893—60/01/60300—100 "

" " 1894—60/01/60400—100 "

" " 1895—60/01/60500—100 "

500 Shares

NOTICE IS HEREBY GIVEN that
Duplicate Certificates for the said 500 Shares
will be issued one month hence, and that the
Original Certificates, unless produced within
that period, will thereafter be held by the
Company as Null and Void.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 21st February, 1908.

406

ENTERTAINMENT

COMING COMING!

THEATRE ROYAL.

OPENING NIGHT March 5th.

MAURICE E. BANDMANN

PRESENTING

HENRY DALLAS

AND THE

BANDMANN

OPERA CO.

Thursday, Mar. 5 } THE GIRLS OF
Friday, Mar. 6 } GOTTENBURG
Saturday, Mar. 7 }

Monday, Mar. 9, A RUNAWAY GIRL

Tuesday, Mar. 10, Miss Hook of HOLLAND

Wednesday, Mar. 11, THE NEW ALLADIN

Thursday, Mar. 12, THE DAIRYMAIDS

Friday, Mar. 13, A CHINESE HONEYMOON

Saturday, Mar. 14, A CHINESE HONEYMOON

Prices: \$3, \$2, and \$1.

Seats can be booked on and after WEDNES-
DAY, the 19th inst. at MESSRS. MOUTRIE
& CO'S.

Hongkong, 17th February, 1908.

394

AUCTIONS

PUBLIC AUCTION

THE Undersigned have received instructions
from Mrs. W. DAWSON to Sell by Public
Auction,

FOR ACCOUNT OF THE ESTATE OF THE LATE
W. DAWSON.

On THURSDAY and FRIDAY,
the 12th and 13th March, 1908, commencing
each day at 2.30 P.M., at No. 5,
Queen's Gardens, Peak Road.

THE WHOLE OF THE
VALUABLE HOUSEHOLD
FURNITURE,

HEREIN-CONTAINED,
Comprising—STYLISH TAPESTRY-
COVERED DRAWING ROOM SUITE,
TEAKWOOD WARDROBES with Glass
OVERMANTLES, DINNER WAGGONS,
TEAKWOOD EXTENSION DINING
TABLE and CHAIRS, TEAKWOOD
SIDEBOARD with Glass, GLASS,
CROCKERY and E.P. WARE, EN-
GRAVINGS, a quantity of BRONZE
STATUETTES, INCENSE BURNERS
and VASES, OLD CHINA, CARPETS,
MARBLE-TOP WASHSTANDS, DRESS-
ING TABLES, DOUBLE and SINGLE
IRON BEDSTEADS and BEDDING,
SHANGHAI BATH, &c. &c.

A large quantity of Plants in Pots;
and
One Cottage Piano by Collard and Collard,
London, One IRON SAFE and One
RICKSHA.

Catalogues will be issued.
On view on Wednesday the 11th inst. at
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 5th March, 1908.

473

PUBLIC AUCTION.

WE have been favoured with instructions
to offer on
WEDNESDAY, the 18th March, 1908,
THE SCHOONER YACHT
"PLANET PILGRIM"
(Owner, C. F. STANHOPE BILBOUGH)
now lying stranded on the shore of Haitan
Island.

Lat. 25° 35' N. Long. 119° 50' E.
The approximate measurements of the vessel
are as follows:—
Length 75 ft., Breadth 23 ft., depth 10 ft.
The Sails, Gear, etc., are stored at Mamoi
Dock, Pagoda Anchorage and may be viewed
on application to Captain F. ASHION. A
catalogue will be issued. The Purchaser of the
vessel will have the option of purchasing the
gear in one lot otherwise it will be offered in
lots as per Catalogue. The Purchaser or Pur-
chasers will be responsible to the L.M. Customs
for the duty thereon which will be levied in
accordance with our Account Sales.

H. S. BRAND & CO.,
Auctioneers.

Foochow, 29th February 1908.

474

INSURANCES

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897.

114

NORTH BRITISH AND MORGAN
TITLE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1907
£17,837,119.

1. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 637,500
2. FUND... £3,366,720 10

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 27th April, 1907.

1146

THE GLOBUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

CARLOWITZ & Co.,
Agents.

TO LET

TO LET.

A UCTION ROOMS, No. 2, Zetland Street, immediate possession.
Nos. 2 and 4, "FAIRVIEW," ROBINSON ROAD, Kowloon.
"WOODBURY" GARDEN ROAD.
"ROSENEATH," KOWLOON.
Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 10th February, 1908. 87

TO LET.

A HOUSE IN KNOTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st March, 1908. 185

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—
COMPANION'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd Jan. 1908. 188

TO LET—AT CANTON.

EIGHT ROOMED HOUSE on SHAMEN.
Apply to—
Care of "Daily Press" Office.
Hongkong, 23rd January, 1908. 251

TO LET.

GODOWN No. 101, Praya East.
Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 17th January, 1908. 212

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.
Apply to—
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st March, 1908. 299

TO LET.

A SIX ROOMED HOUSE at ELLIOT GRESSENT, Robinson Road. Furnished or Unfurnished.
Apply to—
P. X. D'ALMEIDA & CASTRO,
33, Queen's Road Central.
Hongkong, 22nd January, 1908. 109

TO LET.

LA HACIENDA, East, Mount Kelat, The Peak, unfurnished, from the middle of end of April next. For particulars apply to the undersigned.
C. H. GRACE,
Care of Secretary's Office,
Hongkong Club.
Hongkong, 5th February, 1908. 311

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 91

TO LET.

KOWLOON MARINE LOT 43, Yau-mat, Area 35,290 square feet and with 253 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 19th January, 1908. 221

TO LET.

CHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent.
First Floor of No. 6, Queen's Road Central, comprising Six Large Rooms and Out-houses suitable for business Premises or Dwellings, now occupied by FRED. BORNEMANN & CO.
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 26th February, 1908. 96

TO LET.

SHOP and DWELLING HOUSE, No. 75, Queen's Road Central.
Apply to—
Messrs. S. J. DAVID & CO.,
Princes Buildings.
Hongkong, 23th February, 1908. 445

TO LET.

"FAIRVIEW," No. 1, Robinson Road, Hongkong Furnished or Unfurnished Furniture can be Purchased if desired, 6 big Rooms, nice view of harbour.
Apply to—
Messrs. J. ULLMANN & Co.,
34, Queen's Road.
Hongkong, 1th February, 1908. 382

TO LET.

NO. 5, MORRISON HILL.
One FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to—
JARDINE, MATHESON & Co., LTD.
Hongkong, 21st October, 1907. 93

TO LET.

4 and 5 ROOMED HOUSES in Kowloon.
COMMODOUS SHOP in Des Vaux Road Central, Hongkong. Immediate possession. Moderate rentals.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908. 117

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.
Apply to—
YEE SANG FAT & CO
Same address.
Hongkong, 28th January, 1907. 270

TO LET

TO LET.

WELL and Comfortably Furnished Rooms, at the OCCIDENTAL HOTEL, Kowloon, with separate Kitchens and Baths for each set of rooms. Rent from \$15.00 and upwards. Good accommodation.
Apply to—
H. RUTTONJEE & SON,
45, D'Almeida Street, or
45, Elgin Road, Kowloon.
Hongkong, 2nd March, 1908. 460

TO LET.

NO. 50, CAINE ROAD.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 27th November, 1907. 130

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.
HOUSES in Wong Nei Chong Road, No. 10, DES VEAUX ROAD CENTRAL, 1st floor.
"HATHERLEIGH," Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 10B, Des Vaux Road near to the HONGKONG HOTEL.
FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 5th March, 1908. 36

TO LET.

OFFICES in HOTEL MANAGER, 1st Floor, One Large Corner Room facing Des Vaux Road and Chater Road, 4 Rooms adjoining, facing Paddar Street.
Apply to—
Care of "Daily Press" Office.
Hongkong, 2nd March, 1908. 459

TO LET.

"EGGESFORD" (Furnished) No. 114, PEAK. Contains 6 ROOMS.
No. 71, WYNDHAM STREET.
"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.
BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.
No. 45, QUEEN'S ROAD CENTRAL.
OFFICES in Queen's Road Central.
BELLIOS TERRACE HOUSES, ROBINSON ROAD.
GOOD CENTRAL GODOWN, No. 3a, DUDDELL STREET.
LADDBROKE, No. 9, CONDUIT Road, 8 Rooms. Furnished or Unfurnished from 15th April, 1908. Large Servants' Quarters and full sized Tennis Court.
No. 3, DUDDELL STREET Shop and 1st Floor.
Nos. 1 and 6, DES VEAUX VILLAS (PRAY).
No. 57, PRAYA GRANDE, Macao.
Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Building.
Hongkong, 18th February, 1908. 189

TO LET.

ONE ROOM in Prince's Buildings, Top Floor.
Apply to—
Messrs. S. J. DAVID & CO.
Hongkong, 29th February, 1908. 448

TO LET.

A STORE in Good Position, No. 14, Queen's Road Central, including First Floor, and Godown at back, with Lease.
Apply to—
14, Queen's Road Central.
Hongkong, 28th February, 1908. 437

TO LET.

PER 1st January, ONE OFFICE ROOM on Second Floor, Prince's Buildings.
Apply to—
REUTER, BROCKELMANN & CO.
Hongkong, 9th December, 1907. 102

TO LET.

4 ROOMED HOUSES in Morrison Hill Gap Road, suitable for Married Couple with Small Family. Rents low.
EUROPEAN FLATS in "WILD DELI" Buildings. Rents low.
No. 2, CHANCERY LANE, 6 ROOMED HOUSE fitted with Electric Light. Central Locality.
"STILLINGFLEET" Peak Road, SIX ROOMED HOUSE with Fine View of Harbour.
"HARPERVILLE" Garden Road, SIX ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.
Apply to—
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
5, Queen's Road Central.
Hongkong, 26th February, 1908. 438

TO LET UNFURNISHED.

A DESIRABLE EUROPEAN RESIDENCE in MACAO in excellent position and near Praya Grande.
For terms and particulars, apply to SUPERINTENDENT.
E. E. Telegraph Co.
Hongkong, 25th February, 1908. 426

TO LET.

FIRST Class European Houses, furnished or unfurnished, Lochiel Terrace and Humphreys Avenue, Kowloon.
Apply to—
TAM TSE KONG,
Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Street, West.
Hongkong, 1st October, 1907. 94

TO LET.

LARGE OFFICE ROOM on First Floor of No. 16, DES VEAUX ROAD.
Apply to—
FRED. BORNEMANN,
No. 16, Des Vaux Road Central.
Hongkong, 23rd January, 1908. 144

MR. BALFOUR ON "DECADENCE"

Following is a better report of Mr. Balfour's Henry Sidgwick memorial lecture.

Mr. Balfour took for the subject of his lecture "Decadence," and in the course of it said that by decadence he did not mean the sort of decadence often attributed to certain phases of artistic or literary development, in which an overwrought technique, straining to express sentiments too subtle or too morbid, is deemed to have supplanted the direct inspiration of an earlier and simpler age. The decadence respecting which he wished to put questions was not literary or artistic; it was political and national. It was the decadence which attacked, or was alleged to attack, great communities and historic civilizations; which was to societies of men what senility was to man, and was often, like senility, the precursor and the cause of final dissolution. To Macaulay it seemed natural that ages hence a young country like New Zealand should be flourishing; but not less natural that an old country like England should have decayed. Beyond a doubt, in a well-known stanza, told how the dream of civilization had slowly travelled westward to find its loftiest development, but also its final catastrophe, in the New World. Every man who was weary, hopeless, or disillusioned talked as if he had caught these various diseases from the decadent epoch in which he was born. But why should civilizations thus wear out and great communities decay? And what evidence was there that in fact they did? These questions, though he could not give to them any conclusive answers, were of much more than a merely theoretic interest. For, if current theories of decay took decadence more or less for granted, with still greater confidence did they speak of progress as assured. Yet, if both were real, they could hardly be studied apart, they must evidently limit and qualify each other in actual experience, and they could not be isolated in speculation. Weismann had definitely asked how it came about that the higher organisms grew old and died, seeing that old age and death were not inseparable characteristics of living protoplasm, and that the simplest organisms suffered no natural decay, and perished, when they did perish, by accident, starvation, or specific disease. The answer he gave to his own question was that the death of the individual was so useful to the race that natural selection had, in all but the very lowest species, exterminated the potentially immortal. One was tempted to inquire whether this ingenious explanation could be so modified as to apply, not merely to individuals, but to communities.

Was it useful for the cause of civilization as a whole that the organized embodiment of each civilization should, if and when its free development was arrested, should make room for younger and more vigorous competitors? And, if so, could we find in natural selection the mechanism by which the principle of decay and dissolution should be so implanted in the very nature of human associations that a due succession among them should always be maintained? To this second question the answer must, he thought, be in the negative. The struggle for existence between different races and different societies had admittedly played a part in social development. But to extend Weismann's idea from the organic to the social world, would imply a prolonged competition between groups of communities in which decadence was the rule, and groups in which it was not, ending in the survival of the fittest and the destruction of the second. The groups whose members suffered periodical decadence and dissolution would be the fittest to survive, just as on Weismann's theory, those species gained in competitive efficiency whom death had unburdened of the old. Decadence, even if it was a reality, never acted in isolation. It was always complicated with, and often acted through, other more obvious causes. It was always, therefore, possible to argue that to these causes, and not to the more subtle and elusive influences collectively described as "decadence," the decline and fall of great communities was really due. Yet there were historic tragedies which did most obstinately refuse to be thus simply explained. It was in vain that historians enumerated the public calamities which preceded, and no doubt contributed to, the final catastrophe. Civil dissensions, military disasters, pestilences, famines, tyrants, tax gatherers, growing wealth—the gloomy catalogue was unrolled before their eyes, yet, somehow, it did not in all cases wholly satisfy them; they felt that some of these diseases were not so kind which a vigorous body politic should easily be able to survive, that others were secondary symptoms of some obscure malady, and that in neither case did they supply them with the full explanations of which they were in search. Consider, for instance, the long agony and the final destruction of Roman Imperialism in the West, the most momentous catastrophe of which we had historic record. Rome fell, and great was the fall of it. But why it fell, by what secret mines its defences were breached, and what made its fall so inevitable and so final—that was not so clear. If there was no progress, decadence was slow; and but for what Western Europe did and what it failed to do during the long struggle with militant Mahomedanism there might still be an empire in the East, largely Asiatic in population, Christian in religion, Greek in culture, Roman by political descent. Had this been the course of events, large portions of mankind would doubtless have been much better governed than they are. It was not so easy to say that they would have been more "progressive." Progress with the West, with communities of the European type. And if their energy of development were some day to be exhausted, who could believe that there remained any external source from which it could be renewed? Where were the untapped races competent to construct out of the ruined fragments of our civilization a new and better habitation for the spirit of man? They did not exist; and if the world were again to be buried under a barbaric flood, it would not be like that which fertilized, though it first destroyed, the western provinces of Rome, but like that which in Asia submerged for ever the last traces of Hellenic culture.

He did not himself believe that this age was either less spiritual or more senile than its predecessors. He believed, indeed, precisely the reverse. But, however this might be, was it not plain that if society was to be moved by the remote speculations of isolated thinkers it could only be on condition that their isolation was not complete? Philosophy had never touched the mass of men except through religion. And though the parallel was not complete, it was safe to say that science would never touch them unaided by its practical applications. Its wonders might be catalogued for purposes of education, they might be illustrated by interesting experiments, by numbers and magnitudes which startled and fatigued the imagination; but they would form no familiar portion of the intellectual furniture of ordinary men unless they were connected, however remotely, with the conduct of ordinary life. There was another, and an opposite, danger in which it was possible to fall. The material world, however it might have gained in sublimity, had under the touch of science lost in domestic charm.

For this material only religion or religious philosophy could supply a cure. But for the former the appropriate remedy was the perpetual stimulus which the influence of sciences on the business of mankind offered to their sluggish curiosity. If in the last hundred years the whole material setting of civilized life had altered, they owed it neither to politicians nor to political institutions. They owed it to the combined efforts of those who had advanced science and those who had applied it. If their outlook upon the universe had suffered modification in detail so great and so numerous that they amounted collectively to a revolution, it was to men of science we owed it, not to theologians or philosophers. The conclusions at which he provisionally arrived were that they could not regard decadence and arrested development as less normal in human communities than progress, though the point at which the energy of advance was exhausted varied in different races and civilizations; that the internal causes by which progress was encouraged, hindered, or reversed laid to a great extent beyond the field of ordinary political discussion, and were not easily expressed in current political terminology; that the influence which a superior civilization, whether acting by example or imposed by force, may have in advancing an inferior one, though often beneficent, was not likely to be self-supporting—its withdrawal would be followed by decadence unless the character of the civilization was in harmony both with the acquired temperament and the innate capacities of those who had been induced to accept it; that, as regards those nations which still advanced in virtue of their own inherent energies, though time had brought about new causes of despondency, it had brought also new causes of hope and faith, whatever the perils in front of them, there were, so far, no symptoms either of pause or of regression in the onward movement which for more than a thousand years had been characteristic of Western civilization.—The Times.

FRANCO-BRITISH EXHIBITION.

COMMERCE OF PEACE.

A number of manufacturers from Manchester and Bradford met in London last month at the Devonshire Club for the purpose of hearing a statement from Sir William Mather and Mr. Innes Kinnaird with regard to the Franco-British Exhibition to be held at Shepherd's Bush next year. Before leaving again for the North, the manufacturers pledged themselves to the support of the scheme.

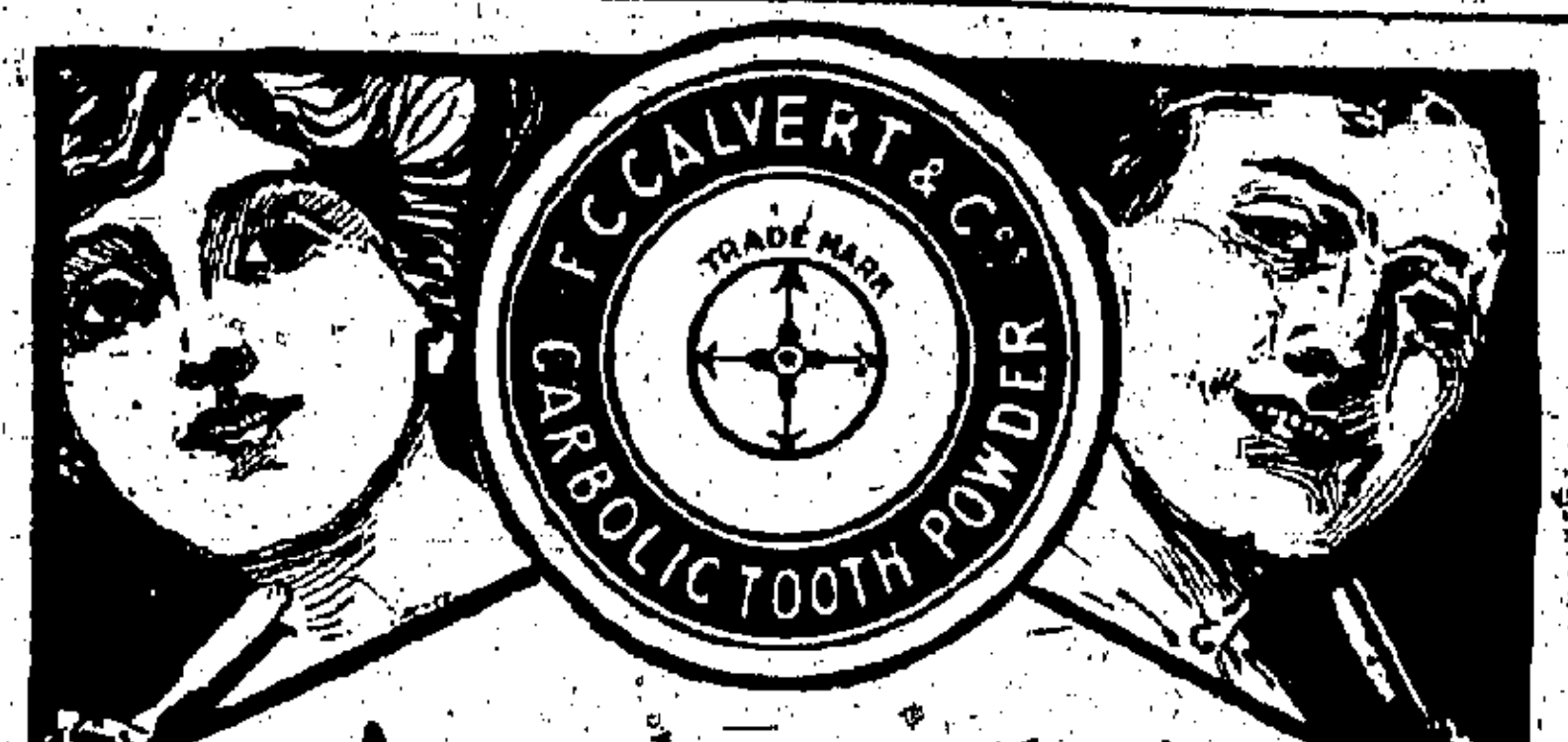
Sir William Mather explained that since 1851 there had been nothing in this country to compare in importance, either industrially, commercially, or politically, with the projected Franco-British Exhibition, which would be six times as large as any of its predecessors in the United Kingdom. The idea that would find expression in the exhibition was that the manufacturers and merchants of England would do everything in their power to secure peace throughout the world, for all time, and accord in the realms of intellect, industry, and manufacture. It was the great plan of the exhibition the object had been to promote peace and goodwill among the nations in place of suspicion and threats of war, to remove the barriers that divided the nations, so that the world as a whole might become more or less one great community of human beings. When two nations like England and France desired to be eternally at peace with one another, that was a great factor working for the peace of the world. The Executive Committee did not pretend to offer to the English industrial and commercial world a great opportunity of making profit through the exhibition. Most of those engaged in commerce and industry who have exhibited at the many exhibitions that had been held in various parts of the world during the last quarter of a century, thought that they had derived as much benefit from the display of their products as was possible by this means but as other nations were still intent on promoting international exhibitions from time to time, England could not afford to be absent from such displays. Apart from the question of expenditure there was the much greater question of promoting a better understanding between the peoples of France and England. The time had arrived when the maintenance of peace and goodwill depended more upon the masses of the people than upon monarchs or diplomats. There could be no better example of the unity of two peoples in the interests of peace than that afforded by the Franco-British Exhibition, where the two nations would show, and to the world, side by side, the best they had in the fields of industry and commerce. The mutual understanding produced would be a great political factor, and after such an example it would be possible for England to pursue, by similar means, at intervals of time, the same purpose of securing a closer friendship with other countries throughout the world. It was not too much to hope that by means such as these our insularity might be broken down, and we might become a strong factor in the extinction of threats of war from amongst the nations. As a Manchester man connected indirectly with Yorkshire, he was very anxious that those centres should be given a greater knowledge of their respective industries, for it is a question of the honour of the country.

Mr. Innes Kinnaird, the commissioner-general of the exhibition, said that the original scheme embraced forty-two acres less than the exhibition would now cover, for additional land had had to be taken to accommodate the Colonies. The Canadian Government had voted £20,000 towards their section, and he was informed that they were prepared to increase this to £100,000. Australia and the other Colonies had voted proportionately large amounts. The French people were spending £4,000 on the decoration of the textile section alone, but so far as the display of goods was concerned, he felt sure that the British textile exhibit would be unequal, if not superior, to that of the French. With regard to his personal interest in the exhibition, he had drawn no money from it, and did not propose doing so; it was a work of love. Should there be any profit from the exhibition it would be devoted to the establishment of an institution, with branches in Paris and London, having for its main purpose the maintenance and extension of the "Entente Cordiale" between the two nations.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

TO LET—ON SHAMEN.

LARGE 6 ROOMED HOUSE in best locality, facing the Road.
Apply to—
K. Y. Z.,
German Post Office, Canton.
Hongkong, 7th January, 1908. 161



A good example is set by those who regularly use

CALVERT'S Carbolic Tooth Powder.

They evidently realize both the personal satisfaction and the hygienic importance of brushing their teeth to remove the food particles, etc., which collect on or between them.

Their experience tells them too, how well Calvert's Carbolic Tooth Powder aids the tooth-brush to do its work easily, thoroughly and pleasantly, polishing the enamel, and at the same time antiseptically cleansing wherever it goes. That is why more and more people use it every year.

Sold by local Chemists and Stores, in the well-known tin, also the new glass jar with sprinkler stopper. Made by F. C. Calvert & Co., Manchester, England.

135

When you ask for

BOVRIL

do not take a cheap imitation. BOVRIL is all beef and is a standardised strength-giving food.

Always have BOVRIL handy.

By Royal Warrant to



His Majesty The King.

PREMIUM BONDS.

WE are the Largest Dealers in the World of these attractive Securities.

WRITE to us at once for our Year Book giving full particulars.

WHAT ARE PREMIUM BONDS?

They are high-class and absolutely SAFE Securities, payable to Bearer issued by the various Governments and Municipalities of Europe; they are redeemable at periodical Drawings, either with Cash Premiums varying from £20 to £40,000 or, at the very least, at their full nominal value.

OUR UNRIVALLED COMBINATIONS.

Comprised of the most advantageous Bonds, may be purchased by convenient monthly payments ranging from 15/- to £20.

Lists of Drawings published fortnightly. Premiums collected free of charge.

MELVILLE, GLYN & CO.,

PREMIUM BOND DEALERS.

3, RUE DE LA BOURSE.

PARIS (France). 360

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Dyspeptic, Bilious, and Stomach Disorders. It is the only medicine that can be taken at any time, in any quantity, and in any form, without the least inconvenience. It is the only medicine that can be taken at any time, in any quantity, and in any form, without the least inconvenience.

It is the only medicine that can be taken at any time, in any quantity, and in any form, without the least inconvenience. It is the only medicine that can be taken at any time, in any quantity, and in any form, without the least inconvenience.

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GRESHAM AND HAS BEEN SOLD AS SUCH SINCE 1851.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO., LTD. As Supplier to the House of Commons.

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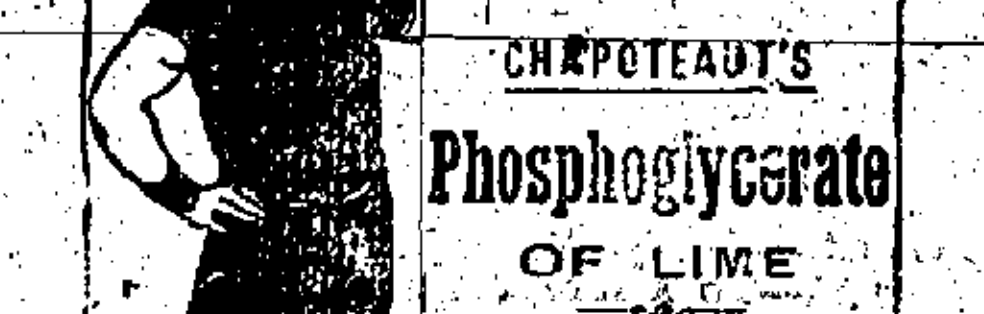
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Documents translated from or into Classical or Colloquial Chinese.

For Nervous Exhaustion



CHAPOTEAU'S Phosphoglycerate OF LIME. The modern restoration of the nervous system. For brainworkers, professional men, teachers, students, etc., and in debility, neuralgia, etc., etc., etc. Its ready assimilation and prompt digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAU). PHOSPHOGLYCERATE WINE (CHAPOTEAU). PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU).

10, rue Vivienne, PARIS-FRANCE.

SHIPPING.

ARRIVALS.
ANGMIN, German str., 1,001, C. Kumpel, 4th March—Saigon 28th February, Rice—Butterfield & Swire.
ARABIA, German str., 2,988, C. Neumann, 4th March—Portland 29th January, General and Flour—Portland Asiatic S.S. Co.
BELOVIA, German str., 4,257, Th. Hildebrandt, 3rd March—Hamburg 21st Jan. via Singapore 26th February, General—Hamburg-Amerika Linie.
FRICHING, Chinese str., 799, T. C. Gillespie, 4th March—Shanghai 1st March, General—Chinese.
HAIMUN, British str., 636, A. J. Robson, 4th March—Poonchow March 1st, Amoy 2nd, & Swatow 3rd, General—Douglas, Lapraik & Co.
ITAKA, German str., 1,450, Vogeler, 4th March—Hamburg 26th February, Rice—Hamburg-Amerika Linie.
JOSHIN MARU, Japanese str., 702, H. S. Smith, 4th March—Tamsui via Amoy and Swatow 3rd March, General—Dokai Shosen Kaisha.
KENNEBEC, British str., 3,391, C. R. Beynon, 4th March—Shanghai 29th Feb., General—Standard Oil Co.
MINOLA, British str., 3,124, H. Scott, 3rd March—Singapore 25th February, Order.
PROMETHEUS, Nor. str., 1,024, O. Cornelissen, 3rd March—Bangkok 23rd Feb., Rice—Nippon Yusen Kaisha.
ROYAL ANTHUR, British cruiser, 7,700, R. Benson, 3rd March—Portsmouth 5th Feb.
SHANNI, British str., 1,068, 4th March—Shanghai 29th Feb., General—Butterfield & Swire.
TAKAHASHI MARU, Japanese str., 4,774, A. Mosker, 3rd March—Banyu via Singapore 25th Feb., General—Nippon Yusen Kaisha.
YUENSHAN, British str., 1,198, P. H. Rolfe, 3rd March—Manila 1st March, Sugar and Hemp—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 4th March.
Carl Diederichsen, German str., for Hoihow.
Daigo Maru, Japanese str., for Moji.
Peking, Chinese str., for Swatow.
Pekuh, Chinese str., for Swatow.
Yungang, Chinese str., for Chinkiang.
Marie, German str., for Moji.
DEPARTURES.
 4th March.
GREGORY APCAR, British str., for Singapore.
HARRIS, Dutch str., for Tamsui.
HILARY, German str., for Saigon.
HOJANNE, British str., for Haiphong.
JOHANN, German str., for Haiphong.
KASHIMA MARU, Japanese str., for Keelung.
KAWACHI MARU, Japanese str., for Shanghai.
PRINCE LUDWIG, German str., for Shanghai.
PROBUS, Norwegian str., for Swatow.
SAMUIA, German str., for Shanghai.
SHOSHU MARU, Japanese str., for Swatow.

SHIPPING REPORTS.

The British str. **Haimun** reports: Moderate monsoon and fine to Swatow, thence dull foggy weather.
 The Chinese str. **Feiching** reports: Light Shanghai with moderate N. wind and clear weather, which we carried to Colad Island, thence to Breaker Port variable winds and haze; thence to Wharf variable winds and more or less fog.

VESSELS IN DOCK.

ANCHORED DOCKS.—**Nail**, **McLeod**, **Persia**, **Sorsogon**, **Cylopt**, **Loyal**, **Mandal**, **Empress of China**.
COSMOPOLITAN DOCKS.—**Holland**.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.
HAINUN
 Captain A. J. Robson, will be despatched for the above Ports TO-MORROW, the 6th inst., at 10 A.M.

For Freight or Passage, apply to
DOUGLAS, LAPELLE & Co.,
 General Managers.
 Hongkong, 2nd March, 1908. 462

ANGLO-AMERICAN OIL CO., LD.
 FOR BOSTON AND NEW YORK VIA
 PORTS AND SUEZ CANAL.
 (With liberty to call at the Malabar Coast).

THE Steamship.
"KENNEBEC"
 Captain Beynon, will be despatched as above on SATURDAY, the 7th March, at 2 P.M.

For Freight, apply to
STANDARD OIL CO. OF NEW YORK,
 Oriental Freight Department,
 (Hotel Mansions), Agents.
 Hongkong, 5th March, 1908. 340

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to AFRICA, NEW ZEALAND, TASMANIA, &c.

THE Steamship.
"ALDENHAM"
 Captain St. John George, will be despatched as above on SATURDAY, the 28th inst., at Noon.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 4th March, 1908. 481

"SHIRE" LINE OF STEAMERS LIMITED.
 FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship.
"MONMOUTHSHIRE"
 will be despatched for the above Ports on or about TUESDAY, the 31st March.
 Doctor and Stewardess carried.
 For Freight or Passage, apply to—
SEWEN, TOMES & Co.,
 Agents.
 Hongkong 3rd March, 1908. 450

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	FLAG & REG.	CAPTAIN	FOR FREIGHT, APPLY TO	TO BE DESPATCHED
LONDON &c. via SUEZ CANAL	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	On 7th inst., at Noon.
LONDON & ANTWERP	GRANLOCK	Brit. str.	—	E. J. Stallard	McGREGOR BROS. & GOW	On 25th inst.
LONDON, ANTWERP & HAMBURG	MONMOUTHSHIRE	Brit. str.	—	W. R. Hickory	SEWEN, TOMES & CO.	About 31st inst.
MARSHALLS, LONDON & AMSTEL DAM VIA SINGAPORE, &c	SOCOTRA	Brit. str.	—	Charbonnel	P. & O. S. N. Co.	To-morrow.
MARSEILLES, AC, & LA PERTE F CALL	TOKIN	Fr. str.	—	S. J. G. Parsons	MESSAGERIES MARITIMES	On 17th inst., at 1 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE &c	SANKU MARU	Jap. str.	—	R. J. Fox	NIPPON YUSEN KAISHA	On 18th inst., at D'light
MARSHALLS, LONDON & ANTWERP	NUBIA	Brit. str.	—	Porzelius	P. & O. S. N. Co.	About 14th inst.
MARSHALLS, LONDON & ANTWERP	ROHNSDALFEN	Ger. str.	k.w.	F. E. Cope	HAMBURG-AMERIKA LINIE	On 25th inst.
MARSHALLS, LONDON & ANTWERP	CATHAY	Dan. str.	—	Hasse	MELCHERS & Co.	End of March.
MARSHALLS, LONDON & ANTWERP	AWA MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 1st April, at D'light
MARSHALLS, LONDON & ANTWERP	BRASILIA	Ger. str.	k.w.	Kolbe	HAMBURG-AMERIKA LINIE	On 15th inst.
MARSHALLS, LONDON & ANTWERP	SLAVONIA	Ger. str.	k.w.	Müller	HAMBURG-AMERIKA LINIE	On 7th inst.
MARSHALLS, LONDON & ANTWERP	SAMBIA	Ger. str.	k.w.	B. Wilhelm	HAMBURG-AMERIKA LINIE	On 2nd April.
MARSHALLS, LONDON & ANTWERP	GOEDEN	Ger. str.	—	B. Bednarz	MELCHERS & Co.	On 11th inst., at Noon.
MARSHALLS, LONDON & ANTWERP	VORWAERTS	Aus. str.	—	Beynon	SANDER, WIELER & Co.	About 17th inst.
MARSHALLS, LONDON & ANTWERP	KENNEBEC	Brit. str.	—	—	STANDARD OIL CO.	On 7th inst., 2 P.M.
MARSHALLS, LONDON & ANTWERP	SAINT PATRICK	Brit. str.	—	—	SEWEN, TOMES & Co.	About 16th inst.
MARSHALLS, LONDON & ANTWERP	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 12th inst., at 4 P.M.
MARSHALLS, LONDON & ANTWERP	LENNOX	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 25th inst., at Noon.
MARSHALLS, LONDON & ANTWERP	THEMONT	Am. str.	—	T. W. Garlick	DODWELL & Co., Ltd.	On 17th inst.
MARSHALLS, LONDON & ANTWERP	IYO MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.
MARSHALLS, LONDON & ANTWERP	KAGA MARU	Jap. str.	—	G. S. Lapraik	NIPPON YUSEN KAISHA	On 31st inst., at D'light
MARSHALLS, LONDON & ANTWERP	KASATO MARU	Jap. str.	—	D. Mori	TOYO KISEN KAISHA	First half of April.
MARSHALLS, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 9th inst., at Noon.
MARSHALLS, LONDON & ANTWERP	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
MARSHALLS, LONDON & ANTWERP	MANILA	Ger. str.	—	J. Minson	MELCHERS & Co.	On 23rd inst., at 5 P.M.
MARSHALLS, LONDON & ANTWERP	ALDENHAM	Brit. str.	—	St. John George	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
MARSHALLS, LONDON & ANTWERP	NIKKO MARU	Jap. str.	—	T. L. Harrison	NIPPON YUSEN KAISHA	On 17th April, at Noon.
MARSHALLS, LONDON & ANTWERP	CORONIA	Swed. str.	—	Wm. Bainbridge	MELCHERS & Co.	Middle of March.
MARSHALLS, LONDON & ANTWERP	INABA MARU	Jap. str.	—	W. von Sanden	NIPPON YUSEN KAISHA	On 7th inst., at D'light
MARSHALLS, LONDON & ANTWERP	PRINZ WALDEMAR	Ger. str.	—	T. Harrison	NIPPON YUSEN KAISHA	About 3rd April.
MARSHALLS, LONDON & ANTWERP	NIKKO MARU	Jap. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	On 18th inst., at Noon.
MARSHALLS, LONDON & ANTWERP	TUBODAS	Dut. str.	—	Dowson	HAMBURG-AMERIKA LINIE	Quick despatch.
MARSHALLS, LONDON & ANTWERP	KWAIYANG	Brit. str.	1 m.	T. Stehr	HAMBURG-AMERIKA LINIE	On 14th inst., at 4 P.M.
MARSHALLS, LONDON & ANTWERP	KALANG	Brit. str.	1 m.	F. Wheeler	HAMBURG-AMERIKA LINIE	On 11th inst., at 4 P.M.
MARSHALLS, LONDON & ANTWERP	KOWLOON	Ger. str.	k.w.	G. H. C. Weston, R.N.R.	HAMBURG-AMERIKA LINIE	To-morrow.
MARSHALLS, LONDON & ANTWERP	CHONGHONG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
MARSHALLS, LONDON & ANTWERP	MAIMORA	Brit. str.	—	H. A. Wall	HAMBURG-AMERIKA LINIE	About 6th inst.
MARSHALLS, LONDON & ANTWERP	MANILA	Brit. str.	—	Hildebrandt	HAMBURG-AMERIKA LINIE	To-day, at Noon.
MARSHALLS, LONDON & ANTWERP	HANGAR	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	To-day, at 4 P.M.
MARSHALLS, LONDON & ANTWERP	BELOVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., LD.	On 8th inst., at D'light
MARSHALLS, LONDON & ANTWERP	TUNGSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 9th inst., at 4 P.M.
MARSHALLS, LONDON & ANTWERP	SHANSHI	Brit. str.	1 m.	—	MELCHERS & Co.	On 9th inst.
MARSHALLS, LONDON & ANTWERP	CEYLAN	Fr. str.	—	—	NIPPON YUSEN KAISHA	About 11th inst.
MARSHALLS, LONDON & ANTWERP	PRINCESS ALICE	Ger. str.	—	G. Roth	JARDINE, MATHESON & Co., LD.	On 12th inst.
MARSHALLS, LONDON & ANTWERP	TOKIO MARU	Jap. str.	—	M. Winckler	JARDINE, MATHESON & Co., LD.	On 13th inst., at 4 P.M.
MARSHALLS, LONDON & ANTWERP	POORSANG	Brit. str.	—	H. Harder	HAMBURG-AMERIKA LINIE	On 22nd inst.
MARSHALLS, LONDON & ANTWERP	LANGRANK	Ger. str.	k.w.	A. J. Robson	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
MARSHALLS, LONDON & ANTWERP	LIANGCHOW	Brit. str.	—	H. S. Smith	DOUGLAS, LAPELLE & Co.	To-morrow, at 10 A.M.
MARSHALLS, LONDON & ANTWERP	HAIJUN	Brit. str.	2 h.	Imbison	OSAKA SHOSHEN KAISHA	On 8th inst., at 9 A.M.
MARSHALLS, LONDON & ANTWERP	JOSHIN MARU	Jap. str.	—	Jameson	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
MARSHALLS, LONDON & ANTWERP	CHIBLI	Brit. str.	1 m.	T. Meyrick	JARDINE, MATHESON & Co., LD.	On 11th inst., at 10 A.M.
MARSHALLS, LONDON & ANTWERP	SINGAN	Brit. str.	1 m.	Rodger	SEWEN, TOMES & Co.	To-morrow, at 4 P.M.
MARSHALLS, LONDON & ANTWERP	YUENSANG	Brit. str.	—	A. Sommerville	BUTTERFIELD & SWIRE	On 7th inst., at Noon.
MARSHALLS, LONDON & ANTWERP	ZAFIRO	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., LD.	On 10th inst., at 4 P.M.
MARSHALLS, LONDON & ANTWERP	TEAN	Brit. str.	1 m.	G. H. Pennelfather	JARDINE, MATHESON & Co., LD.	On 13th inst., at 4 P.M.
MARSHALLS, LONDON & ANTWERP	LOONGSANG	Brit. str.	—	Mathias	SEWEN, TOMES & Co.	On 14th inst., at Noon.
MARSHALLS, LONDON & ANTWERP	RUH	Brit. str.	—	F. Sembill	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MARSHALLS, LONDON & ANTWERP	SUNGKIANG	Brit. str.	1 m.	J. Hands	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
MARSHALLS, LONDON & ANTWERP	KAIFONG	Brit. str.	1 m.	Pedone	MELCHERS & Co.	End of March.
MARSHALLS, LONDON & ANTWERP	BORNEO	Ger. str.	—	Bradley	NIPPON YUSEN KAISHA	To-morrow.
MARSHALLS, LONDON & ANTWERP	MYOTRI MARU	Jap. str.	—	de Brouwers	CARLOWITZ & Co.	On 12th inst., at Noon.
MARSHALLS, LONDON & ANTWERP	CAPIKI	Ital. str.	—	—	JARDINE, MATHESON & Co., LD.	On 17th inst., at Noon.
MARSHALLS, LONDON & ANTWERP	KUTSANG	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSHALLS, LONDON & ANTWERP	TUJIMARI	Dut. str.	—	—	—	—

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—REGULARITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPERESS OF CHINA" Saving 5 to 10 days Ocean Travel. H-DAYS YOKOHAMA to VANCOUVER. 15 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration)
R.M.S. "EMPERESS OF CHINA" 6,000	THURSDAY, 12th March... 30th March
"LENNOX" 3,700	WEDNESDAY, 25th March... 23rd April
"EMPERESS OF INDIA" 6,000	THURSDAY, 9th April... 27th April
"MONTEAGUE" 8,163	WEDNESDAY, 22nd April... 18th May
"EMPERESS OF JAPAN" 6,000	THURSDAY, 7th May... 25th May
"GLENFARG" 3,700	WEDNESDAY, 20th May... 18th June

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
 * "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
 S.S. "MONTEAGUE", "LENNOX", and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW ATLANTIC "EMPERESS" Steamships, 14,000 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 24 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York \$71.10
 Intermediate on Steamers 240. " 242.
 and 1st Class Railways.....

First Class rates include cost of Meals and Berth in Sleeping Car, while crossing the American Continent.
 R.M.S. "MONTEAGUE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Prater's opposite Bank of China.

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP

TONS

CAPTAIN

FOR

SAILING DATE

SAFETY

FOR FREIGHT OR PASSAGE APPLY TO

SEWEN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 24th February, 1908.

HONGKONG-NEW YORK.
AMERICAN ASIATIC STEAMSHIP COMPANY
 FOR NEW YORK VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "SAINT PATRICK" About 16th March.
 For freight and further information apply to
SEWEN, TOMES & CO., GENERAL AGENTS.
 Hongkong, 28th January, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamers

Tons

Captain

Sailing Date

* TREMONT 9,606 T. W. Garlick ... On 17th March.

* SUVERIC 6,232 W. Shotton ... On 9th April.

* KUMERIC 6,232 Cowley ... On 2nd May.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric light in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED.
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 26th February, 1908. 8

EAST ASIATIC CO., LD.
 COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.
 ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.
 GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

DESTINATION

STEAMERS

DATE OF SAILING

VLADIVOSTOCK "CURONIA" Middle of March.

MARSEILLES, HAVRE "CATHAY" End of March.

For Further Particulars, apply to
MELOHERS & CO., AGENTS.
 Hongkong, 26th February, 1908. 6

THOS. COOK & SON,
 ESTABLISHED 1841.
 TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
 TICKETS ISSUED TO ALL PARTS OF THE WORLD.
 BAGGAGE COLLECTED, SHIPPED, AND FORWARDED AT LOWEST RATES.
 FOREIGN MONIES EXCHANGED.
 LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.
 Full information on Application.
 Head Office for the Far East—
 16, DES VUEX ROAD, HONGKONG.
 Japan Office—
 14, WATER STREET, YOKOHAMA.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR SATATIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DELTA"
 Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 7th March, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOODIAH", 3,660 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA", 7th in London on 18th April, 1908.

Parcels will be received at this Office until 5 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 24th February, 1908. 1

NAVIGAZIONE GENERALE ITALIANA
 (Florio and Relatino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLEAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
"CAPRI"
 Captain Pedone, will be despatched as above on THURSDAY, the 12th inst., at Noon.

For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co., Agents.
 Hongkong, 3rd March, 1908. 4

COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, RATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
"TOKIN"
 Captain Charbonnel, will be despatched for MARSEILLES, on TUESDAY, the 17th March, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows—
 S.S. "POLYNESIAN" 21st March.
 S.S. "TOURNAI" 14th April.
 S.S. "ARMAND BEHIE" 28th April.
 J. MILLET, Agent.
 Hongkong, 4th March, 1908. 2

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship, (6,000

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSHALLS, LONDON and AMSTERDAM via SINGA- PORE, PENANG, COLOMBO and PORT SAID	SOCOTRA Capt. W. R. Hickey	On 6th March	Freight only.
SHANGHAI	MARMORA Capt. G. H. C. Weston, R.N.R.	About 6th March	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA Capt. C. L. Daniel	Noon, 7th March	See Special Advertisement.
MARSHALLS, LONDON, and ANTWERP	NUBIA Capt. F. J. Fox	About 11th March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th February, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HONGKONG, and HAIPHONG.	"CHIHLI"	On 5th Mar., 10 A.M.
SHANGHAI.	"KIUKIANG"	On 5th Mar., 4 P.M.
CEBU and ILOILO.	"SUNGKIANG"	On 5th Mar., 4 P.M.
NINGPO and SHANGHAI.	"LIANGCHOW"	On 7th Mar., 4 P.M.
SHANGHAI.	"SHANSI"	On 9th Mar., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIEN, S. TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"TAIYUAN"	On 9th Mar., 4 P.M.
MANILA.	"TEAN"	On 10th Mar., 4 P.M.
CHEFOO.	"KALGAN"	On 11th Mar., 4 P.M.
HONGKONG, and HAIPHONG.	"SINGAN"	On 11th Mar., 10 A.M.
NEWCHANG.	"KWEIYANG"	On 14th Mar., 4 P.M.
CEBU and ILOILO.	"KAIFONG"	On 20th Mar., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

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BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th March, 1908.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GOEBEN" Capt. B. WILHELM	Wed., 11th Mar., at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZESS ALICE" Capt. G. ROTH	About Wed., 11th March.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"MANILA" Capt. MINGSEN	Thursday, 26th Mar., at 5 P.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBIL	End of March.
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. W. von SENDEN	About Friday, 3rd April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 5th March, 1908.

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REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSAI via SWATOW (AND AMOY)	"JOSEPH MARU" Capt. H. S. SMITH	SUNDAY, 8th Mar., at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsides. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

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Hongkong, 3rd March, 1908.

T. ARIMA, Manager.

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Regular Sailings from JAPAN, CHINA and PHILIPPINES,
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Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	5th March
BELGRAVIA	5th March
FOR SHANGHAI, YOKOHAMA & KOBE:	22nd March
S.S. LANGBANK	22nd March
FOR SHANGHAI, YOKOHAMA & KOBE:	28th March
S.S. SILESIA	28th March
FOR SHANGHAI, YOKOHAMA & KOBE:	4th April
S.S. SENEAGAMBIA	4th April
FOR SHANGHAI, YOKOHAMA & KOBE:	11th April
S.S. BRISGAVIA	11th April
FOR SHANGHAI, YOKOHAMA & KOBE:	18th April
S.S. SEGOVIA	18th April

S.S. KOWLOON FOR TSINGTAU, NAGASAKI & VLADIVOSTOK On 6th March.

For further Particulars, apply to—

Hongkong, 5th March, 1908.

HOMEWARD.

FOR HAVRE, BREMEN & HAMBURG:	7th March
S.S. SHAVONIA	7th March
FOR ROTTERDAM & HAMBURG:	15th March
S.S. BRASILIA	15th March
FOR MARSHALLS, PLYMOUTH, HAVRE & HAMBURG	25th March
HOHENSTAUFEN	25th March
FOR HAVRE, BREMEN & HAMBURG:	2nd April
S.S. SAMBIA	2nd April

COAST SERVICE.

HAMBURG-AMERIKA LINIE,
Freight and Passengers

Hongkong Office.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSHALLS, LONDON and ANTWERP, via SINGA- PORE, PENANG	SANUKI MARU, Tons 6112 Capt. S. J. G. Parsons	WED., 18th March, at Daylight.
COLOMBO and PORT SAID	AWA MARU, Tons 6309 Capt. F. E. Cope	WED., 1st April, at Daylight.
VICTORIA, B.C., and SEATTLE, WASH.	IYO MARU, Tons 6320 Capt. Wm. Thompson	TUESDAY, 17th March, at 4 P.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA	KAGA MARU, Tons 6301 Capt. G. S. Laprik	TUESDAY, 31st March, at Daylight.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE	YAWATA MARU, Tons 3818 Capt. K. Homma	FRIDAY, 20th March, at Noon.
and BRISBANE	NIKKO MARU, Tons 5539 Capt. T. L. Harrison	FRIDAY, 17th April, at Noon.
BOMBAY via SINGAPORE, PEN- ANG, MADRAS and COLOMBO	MOYORI MARU, Tons 3773 Capt. J. Hands	FRIDAY, 6th March.
KOBE and YOKOHAMA	INABA MARU, Tons 6189 Capt. Wm. Bainbridge	SATURDAY, 7th March, at Daylight.
SHANGHAI and KOBE	TOTOMI MARU, Tons 3412 Capt. M. Winkler	THURSDAY, 12th March.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Tons 5539 Capt. T. Harrison	WED., 18th March, at Noon.

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Hongkong, 5th March, 1908.

T. KUSUMOTO,
MANAGER.

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Capt. JOUAN.
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J. MILLET, AGENT,
FRENCH MAIL OFFICE.

Hongkong, 21st February, 1908.

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"HANGSANG"	Thursday, 5th Mar., Noon.
TIENTSIN via SWATOW	"CHEONGSHING"	Friday, 6th Mar., Noon.
MANILA	"YUNNSANG"	Friday, 6th Mar., 4 P.M.
SHANGHAI via SWATOW	"TUNGSHING"	Sunday, 8th Mar., D'light
SHANGHAI, YOKOHAMA, KOBE, MOJI	"FOOKSANG"	Friday, 13th Mar., 4 P.M.
MANILA	"LOONGSANG"	Friday, 13th Mar., 4 P.M.
SINGAPORE, PENANG & CALUTTA	"KUSANG"	Tuesday, 17th Mar., Noon.

RETURN TOUR TO JAPAN AND BACK.

Occupying 24 DAYS.

The steamers "KUSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

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Hongkong, 4th October, 1903.

SHIPPING IN PORT.

STEAMERS.	REMARKS.
ANTWERP, British str., 3,985, Hazeland, 21st February—Shanghai 19th Feb., General— Butterfield & Swire.	
CARL DIEBOLD, German str., 774, T. Kaiser, 2nd March—Haiphong, 28th Feb. and Hoihow 1st March, Rice—Jensen & Co.	
CATHERINE ARAU, British str., 1,730, W. D. A. Thomas, 3rd March—Calcutta and Straits 14th February, General—David Sassoon & Co., Ltd.	
CHONGSHING, British str., 1,266, F. Wheeler, 15th February—Chefoo via Weihaiwei 10th Feb., General—Jardine, Matheson & Co.	
CHIHUI, British str., 1,168, J. Warrack, 1st March—Haiphong Feb. 28th, Pakhoi 27th, and Hoihow 29th, Rice and General— Butterfield & Swire.	
CHOISING, German str., 1,621, F. Hayenge, 2nd March—from Bangkok, Rice—Butterfield & Swire.	
CLARA JESSEN, German str., 1,000, J. Jensen, 28th February—Saigon 23rd Feb., Rice— Jensen & Co.	
COURTFIELD, British str., 2,874, Wicoman, 2nd March—Chingwantao 25th Feb., General— Gibb, Livingston & Co.	
DAIWA MARU, Japanese str., 1,735, K. Kobayashi, 29th February—Moji 23rd February, Coal—Ataka & Co.	
EMPEROR OF CHINA, British str., 3,048, R. Ardreth, 13th Feb.—Vancouver, B.C. 25th Jan. and Shanghai 11th Feb., Mails and General—Canadian Pacific Railway Co.	
ENTIN, German str., 1,100, Lungshewagen, 11th February—Tsingtao 6th February, Coal—Jensen & Co.	
FAUSANG, British str., 1,140, H. S. Malkin, 29th February—Saigon 23rd February, Rice and Timber—Jardine, Matheson & Co.	
FRITHJOF, Norwegian str., 801, Olaf Andersen, 3rd March—Saigon 27th Feb., Rice— Aagaard, Thorsen & Co.	
FUKUSHU MARU, Japanese str., 1,690, T. Ito, 2nd March—Swatow 1st March, General— Osaka Shosen Kaisha.	
HALVARD, Norwegian str., 1,076, R. Ranneberg, 28th February—Dalay 21st Feb., Beans— Order.	
HANGSANG, British str., 1,856, S. Wilde, 28th February—Shanghai Feb. 25th, & Swatow 27th, General—Jardine, Matheson & Co.	
HELLAS, German str., 1,553, J. Saeh, 2nd March —Saigon 27th Feb., Rice—Siemssen & Co.	
KIANGPING, Chinese str., 1,222, H. Uddin, 27th February—Chinkiang 23rd Feb., General— Chinese.	
K'UKIANG, British str., 1,227, H. A. Waver, 29th February—Shanghai 25th Feb., General— Butterfield & Swire.	
KOHSICHANG, German str., 1,358, C. Bockfey, 3rd March—Bangkok 24th February, Rice— Butterfield & Swire.	
KOWLOON, German str., 1,536, Epigt, 26th February—Chinkiang 22nd Feb., General— Hamburg-Amerika Linie.	
KWANGLEE, Chinese str., 1,468, R. Lincoln, 1st March—Shanghai 27th Feb., General Chinese.	
KWONGSANG, British str., 1,428, W. Palmer- Baker, 20th Feb.—Shanghai Feb. 16th, via Swatow 19th, General—Jardine, Matheson & Co.	
KYOTO MARU, Japanese str., 1,330, Wakatake, 2nd March—Moji 25th Feb., Coal—Mitsui Bishi Goshi-Kaisha.	
LANDART SCHIFF, German str., 1,640, H. Grandt, 25th February—Saigon 19th Feb., Rice—Siemssen & Co.	
LIANGCHOW, British str., 1,205, H. Harder, 27th February—Yuhai 23rd February, Rice— Butterfield & Swire.	
LOO SOK, German str., 1,020, G. Schultzen, 26th February—Saigon 21st February, Rice, Flour & Paddy—Butterfield & Swire.	
LOYAL German str., 1,237, Fr. Natzius, 18th February—Bangkok 6th February, Rice— Sander, Wiler & Co.	
LYDIA, German str., 1,772, C. Meyer, 26th Feb. —Hongay 23rd February, Coal—Hamburg- Amerika Linie.	
MANDAL, Norwegian str., 1,197, K. Gabrielsen, 23rd February—Saigon 17th Feb., Rice and Paddy—Wallem & Co.	
MARU German str., 1,180, P. E. Christiansen, 18th February—Saigon 13th February, General—China Commercial S.S. Co.	
MAUSANG, British str., 1,844, R. Houghlon, 29th January—Sandakan 23rd January, Timber and General—Jardine, Matheson & Co.	
MONGOLIA, American str., 8,750, R. H. Hatha- way, 15th February—San Francisco and Shanghai 25th Feb., Mails and General— Pacific Mail S. S. Co.	
NISSIN MARU, Japanese str., Shirakawa, 20th February—Saigon 20th February, Rice— Fukui & Co.	
ONSANG, British str., 1,789, R. Cox, 29th Feb. —Java 17th February, Sugar—Jardine, Matheson & Co.	
PAKIAI, German str., 1,057, J. Wenzel, 1st March—Bangkok 20th February, General— Butterfield & Swire.	
PERISA, British str., 2,744, A. Dixou, 11th Jan. —San Francisco 7th Dec. & Portland, Or., 15th Dec., Flour—O. & O. S. S. Co.	
PETROBURI, German str., 2,170, C. Wolff, 1st March—Bangkok and Swatow 20th Feb. Rice, Salt and Teakwood—Norddeutscher Lloyd.	
PITSANULOK, German str., 7,267, D. Reimors, 2nd March—Saigon 26th February, General Rice, Flour & Paddy—Butterfield & Swire.	
PONTONG, German str., 993, W. Böttrich, 8th Feb.—Bangkok 24th January, Rice and Meat—Butterfield & Swire.	
PROGRESS, Norwegian str., 1,671, T. Schjowih, 25th February—Sandakan 19th February, Timber and Firewood—Wallem & Co.	
PROSTO, Norwegian str., 838, T. Seeberg, 25th January—Saigon 19th Jan., Rice & Flour— Wallem & Co.	
SEXTA, German str., 992, Decker, 21st February —Saigon 14th Feb., Rice—Siemssen & Co.	
SPIR, Norwegian str., 870, A. Stoen, 27th Feb. —Bangkok via Labuan 13th February, Rice—Wallem & Co.	
STANDARD, Norwegian str., 894, H. N. Bull, 1st March—Saigon 24th February, Rice and General—Wallem & Co.	
SUNGKIANG, British str., 937, G. H. Penner- father, 27th February—Iloilo 22nd Feb., Sugar and Hemp—Butterfield & Swire.	
TATWAN, British str., 1,042, J. A. Martin, 1st March—Saigon 25th February, Rice and General—Chinese.	
TAIYUAN, British str., 1,459, Dawson, 2nd March—Sydney Feb. 8th, via Manila 25th, General—Butterfield & Swire.	
TELEMACHUS, British str., 1,340, Jas. William- son, 21st February—Saigon 4th Feb., Rice and General—Chinese.	
THORDIS, Norwegian str., 1,091, J. Jorgensen, 27th February—Saigon 22nd February, Rice—Order.	
TINGSLANG, British str., 1,460, E. M. Reynolds, 27th January—Wakamata 22nd Jan., Coal— Jardine, Matheson & Co.	
TYMARI, Dutch str., 2,446, J. de Brouwers, 1st March—Macassar 21st February, Sugar— Java-China-Japan Line.	
TYOOS, British str., 2,446, J. de Brouwers, 1st March—Macassar 21st February, Sugar— Java-China-Japan Line.	
VALAMBO, British str., 2,446, J. de Brouwers, 1st March—Macassar 21st February, Sugar— Java-China-Japan Line.	

TUNGSHING, British str., 1,175, W. Stalker,
29th February—Wuhai and Chinkiang 24th
Feb., Beans—Jardine, Matheson & Co.

WAIKING, British str., 1,170, W. F. Richard,
3rd March—Chinkiang 27th February,
General—Jardine, Matheson & Co.

WONGKOR, German str., 1,115, W. Rohrer, 29th
February—Bangkok February 16th, and
Kohlschlag 22nd, General and Rice—
Butterfield & Swire.

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